OBAG 4 County Program Base Application

Instructions

Agencies applying for One Bay Area Grant (OBAG 4) County Program funds from the Metropolitan Transportation Commission (MTC) must complete and submit the following grant application to the appropriate County Transportation Agency (CTA), along with any required attachments, by the deadline established by the CTA. Applications should be completed and submitted as a fillable PDF form, separate from any attachments, and should not be scanned, signed, or otherwise modified to remove form fields.

Additional information on the OBAG 4 program is available on MTC's website.

General Information

Agency Name	Treasure Island Mobility Management Agency (TIMMA). Co-applicant: Sa
Contact Name/Title	Suany Chough
Contact Email	suany.chough@sfcta.org
Contact Phone	415-522-4830

Project Name	**TIP ID** *if applicable*
Treasure Island Electric Ferry Pilot	SF-130005

Project Location
Specify street names where applicable, including the closest cross streets (e.g. Main St from 2nd Ave to 7th Ave). Provide a project overview map as an attachment, if available.

The Treasure Island Ferry will operate between TI and the San Francisco Ferry Building. The ferry terminal on TI was constructed as part of the islands' development and is located on the southern end of the island, near the historic Building 1 on Treasure Island Road. Electrification of the ferry terminal is underway and has been led by San Francisco Bay Ferry (SFBF). Please see Attachments 2 and 3.

Project Scope
Provide a brief description of activities to be funded (limited to 250 characters for consistency with TIP listing if awarded).

The project will fund the initial launch and three years of operation of an all-electric 150-passenger ferry service between Treasure Island and San Francisco, to be operated by co-applicant San Francisco Bay Ferry under an agreement with TIMMA.

Project Mode(s):	**Pedestrian**	**Bicycle**	**Transit**	**Auto**	**Other**
Percent Share *Portion of total project cost*	0%	0%	100%	0%	0%

Project Eligibility

Project Eligibility
Specify applicable federal fund source(s) and confirm regional eligibility requirements

Project is eligible for the following OBAG 4 federal fund sources:
☐ Surface Transportation Block Grant Program (STP) (23 U.S.C. § 133)
☑ Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149)

Note: applications for $1 million or more in OBAG 4 funds for CMAQ-eligible projects must include a completed Air Quality Input Form as an attachment.

Project meets regional eligibility requirements:
☑ Project is consistent with *Plan Bay Area 2050+* (included as a named project or consistent with a programmatic listing in the Transportation Project List, see link on MTC's OBAG 4 webpage).
☑ Project consists of eligible activities for OBAG 4 county funds as listed in MTC Resolution No. 4740, Attachment A (available on MTC's OBAG 4 webpage), which excludes air quality non-exempt projects, new roadways, roadway extensions, right of way acquisition for future expansion, operations, and routine maintenance.

Need and Benefits

Need and Benefits
Describe how the project will address transportation and related needs and provide clear benefits, with specific consideration for safety, multi-modal accessibility, emissions reduction, resilience, stormwater management, and state of good repair as applicable.

TIMMA and SFBF are seeking one-time start-up funds for the first three years of electric ferry service between TI and San Francisco. Funds will allow SFBF to launch service as early as summer 2027 when the first electric vessel is expected to be delivered.

TI is a designated EPC, one of San Francisco's lowest income neighborhoods, and has a pollution score higher than 85-90% of census tracts in California due to its proximity to the Bay Bridge. The neighborhood is undergoing rapid growth - at full buildout, daily trips are expected to increase by nearly 300%, including 27,000 additional daily vehicle trips.

Access to TI by car or bus is dependent on the Bay Bridge, one of the Bay Area's most congested corridors, resulting in unreliable travel times. Interim ferry service is provided by the developer using a 49-passenger diesel boat, but this service does not take Clipper and frequently exceeds capacity on weekends and event days.

This project will provide a reliable alternative to congested freeway travel and improve access to essential destinations including schools, healthcare, grocery stores, and employment centers. SFBF will operate the service with a 150-passenger electric-powered vessel, the first high-speed, high-capacity, zero-emission vessel in the country, improving service quality, capacity, and reliability. The project also improves resiliency through SFBF's legislative mandate to operate and coordinate emergency response service. Ferry service is critical when there are incidents on the roadways or the Bay Bridge that limit residents' ability to access or leave TI.

The project delivers strong multimodal benefits. TI is an innovative model of transit-oriented development, designed to allow residents access to essential services within a 15-minute walk

Local Priority

Community Support
Describe community support for the project, including any letters of support and/or applicable local plans that prioritize the project, such as Community-Based Transportation Plans (CBTPs), Priority Development Area (PDA) Plans (e.g. Specific Plan, PDA Investment and Growth Strategy), Countywide Transportation Plans (CTPs), or other local plans/project prioritization processes. Include descriptions of public outreach responses specific to this project, including comments received at public meetings or hearings, feedback from community workshops, or survey responses.

Ferry service has consistently been identified as a top community and planning priority for Treasure Island. It is one of three core transit programs listed in the Treasure Island Transportation Implementation Plan (TITIP), adopted by the Board of Supervisors in 2011, and is included as part of the comprehensive transportation demand management program for TI in the Investment Plan in the San Francisco Transportation Plan 2050.

There has been strong community support for ferry service since the adoption of the TITIP. In 2014, SFCTA conducted a community survey to better understand the transportation needs of TI residents. A new ferry service was one of the top two most requested transportation improvements by island residents, selected by nearly 200 respondents (about 51%).

In March 2022, TICD began providing interim ferry service between TI and downtown San Francisco. Ridership on the interim ferry has been increasing steadily since launch, growing 27% from 2022 to 2023 and another 76% from 2023 to 2024. In 2025, there were about 50,000 to 60,000 annual riders. Together with the survey results, this sustained growth in ridership demonstrates consistent and increasing community support for ferry service over time.

In 2022, the SFCTA and One Treasure Island co-led the Treasure Island Supplemental Transportation Study (TI STS) to identify residents' priority transportation needs. One TI is a community-based organization committed to fostering and stewarding an equitable, inclusive, and thriving community for all TI residents, employees, businesses, and visitors, and has

Letters of Support
List any individuals (with affiliations) and/or organizations providing letters of support for this project (attach copies if applicable).

Sheela Jivan, Executive Director, Treasure Island Development Authority
Nella Goncalves, Executive Director, One Treasure Island
Charles Shin, Managing Director, Treasure Island Development Group
Mark Jacobsen, President, Bristol Homeowners Association

Plan Name *List any local plans that identify or prioritize the application project*	**Plan Year** *Completed or last updated*	**Plan Type** *CBTP, PDA, CTP, or other*	**Plan Link** *Attach copy if not available*	**Reference** *Page(s) with named project*
SFBF 2050 Service Vision and Bu	2024	Other	https://d262kw	Starting on pg
WETA Blueprint for Zero Emissior	2023	Other	https://d262kw	Pgs 5, 24, 31,
SFTP 2050 (Treasure Island Prog	2022	CTP	https://www.sfc	Appendix A, p.
Plan Bay Area 2050+	2026	Other	https://planbay	Pg 19, "Conge

Equity Impacts

Equity Impacts *If applicable, describe how the project will provide demonstrated benefits to historically marginalized or underserved groups, including benefits to Equity Priority Communities (EPCs) or similar local designations, and/or align with applicant Americans with Disabilities Act (ADA) Transition Plans.*
Treasure Island was originally constructed as one of FDR's Works Progress Administration projects and was activated as a United States Naval Base in 1940. TI became a new San Francisco neighborhood in 1994 and One TI (formerly the Treasure Island Homeless Development Initiative) was founded in the same year to lead the process of developing a homeless assistance plan as part of the overall civilian re-use plan, which included the renovation of former navy housing for permanent and transitional housing. This interim housing has served approximately 10,000 formerly homeless families, individuals, and veterans since 1999. Today, TI is an Equity Priority Community and one of San Francisco's most racially and ethnically diverse neighborhoods, home to a population that is 35% White, 32% Hispanic/Latino, 18% Black/African American, 2% American Indian and Alaskan Native, 6% Asian, and 25% two or more races (2024 American Community Survey). It is also one of San Francisco's lowest income neighborhoods, with a median household income of $93,000 (well below the median $141,000 for the city of San Francisco) and 33% of residents living below the federal poverty line (2024 ACS). TI residents face disproportionate environmental burdens due to proximity to the Bay Bridge. CalEnviroScreen shows that TI has a pollution score that is higher than 85-90% of all census tracts in California, driven by high levels of diesel particulate matter and traffic-related emissions. This has contributed to high asthma rates and designation of TI as an Environmental Justice Community in San Francisco's General Plan. Transportation access is a significant barrier for TI residents. About 25% of households do not

EPC Relationship *Indicate the project's relationship to MTC-designated EPCs or similar local designations. Projects located outside of these areas remain eligible for funding.*
☑ Project is located within an MTC-designated EPC and is designed to benefit this population as described above
☐ Project is located within a similar local designation and is designed to benefit this population as described above
☐ Project is not located within an EPC or similar local designation but is designed to specifically benefit historically marginalized or underserved groups as described above
☐ Project is not located within an EPC or similar local designation and is not designed to specifically benefit historically marginalized or underserved groups (not disqualifying)

Applicant ADA Transition Plan Link *Required for all applications, attach copy if not available*	**Reference** *Page reference(s) if applicable*
https://www.sf.gov/sites/default/files/2022-10/2050-RampSidewalk08.pdf	

Regional Alignment

Plan Strategies
Briefly describe how the project supports Plan Bay Area 2050+ *strategies, linked on OBAG 4 webpage.*

This project supports the following PBA 2050+ strategies:
T1: Transitions from diesel to zero-emission electric ferry service and continues existing, privately-operated ferry service from Treasure Island to San Francisco.
T2: Integrates ferry service into the regional transit network, allowing for the possibility of scheduled transfers to other locations served by SFBF, including the East Bay and future Mission Bay service. Integrates fare payment with the Clipper system

Safety/Vision Zero
Briefly describe how the project supports MTC's Regional Safety/Vision Zero Policy, if applicable.

This project supports MTC's Regional Safety/Vision Zero policy by inducing mode shift through enhanced electric ferry service and improving multi-modal connections via the Bay Skyway project. The Vision Zero policy recognizes that traffic deaths disproportionately affect EPCs, and TI is a designated EPC with limited transportation options. The project provides a reliable, integrated, zero-emission transit alternative to travel on the Bay Bridge, one of the most congested and high-risk corridors in the region. By shifting trips from driving to the ferry through

Complete Streets
Briefly describe how the project supports MTC's Complete Streets Policy, if applicable.

This project supports MTC's Complete Streets Policy by enhancing safe, multimodal access for TI ferry riders. The TI ferry terminal will be developed into an Intermodal Transit Hub in the future, with connections to the Muni 25 bus, and planned transportation options including an on-island shuttle and bikeshare stations. This project will improve first- and last-mile connectivity by linking ferry riders to separated bike lanes on Treasure Island Rd, pedestrian facilities in the newly opened Cityside Park, and two planned Baywheels bikeshare stations.

Transit Transformation
Briefly describe how the project supports MTC's Transit Transformation Action Plan, if applicable.

The project supports the Transit Transformation Action Plan by advancing fares and payment, customer experience, and network integration. The interim ferry service is privately operated, so it does not take Clipper or offer real-time transit information. Transitioning to SFBF-operated service will integrate the TI ferry into the Clipper system and broader network of SFBF services.

Integration with the Clipper system will reduce transportation costs for low-income and other

Transit Priority
Briefly describe how the project supports MTC's Transit Priority Policy for Roadways, if applicable.

Not Applicable

Federal Performance

Federal Performance Measures
Select the federal performance measures (23 U.S.C. § 150) that are supported by the project.

- ☑ **Safety:** significantly reduce traffic fatalities and serious injuries on public roads and improve safety of public transportation systems.
- ☐ **Infrastructure Condition:** maintain the condition of Interstate and National Highway System (NHS) assets and public transit assets in a state of good repair.
- ☑ **Congestion Reduction:** significantly reduce congestion on the NHS in urbanized areas.
- ☐ **System Reliability:** improve the reliability of the Interstate system and NHS.
- ☐ **Freight Movement and Economic Vitality:** improve the reliability of the Interstate system for truck travel.
- ☑ **Environmental Sustainability:** improve emission reductions from the transportation system, specifically from CMAQ-funded projects.

Deliverability and Risk

Delivery Risks
Identify any known risks to project delivery and briefly describe planned mitigation efforts, as applicable, including the status and timeline for any environmental and/or right-of-way approvals.

This project is for start-up funds for the first three years of electric ferry service operations and therefore does not include the expected right-of-way risks of construction projects. The environmental clearance for the ferry terminal, charging infrastructure, and electric vessels has already been obtained, and these capital projects are already fully funded. No additional environmental approvals are anticipated for this project.

The biggest risks for this project are potential delays to vessel delivery or the development or approval of the operating agreement between TIMMA and SFBF, and availability of funding. These risks could delay the start of service.

The first vessel is under construction and is expected to be delivered in summer 2027. If the vessels or operating agreement are delayed, interim service can continue to be provided with the developer's diesel ferry service. If the vessels are delayed, there is an opportunity to work with SFBF to transition service to larger capacity diesel boats. While this would not provide zero-emission service on the TI route, this could still address capacity constraints and

Environmental Approval and Right-of-Way
Specify applicable fund source(s) and confirm other eligibility requirements.

Select the anticipated NEPA class of action for the project:

- ☑ Categorical Exclusion (CE)
- ☐ Environmental Assessment (EA)
- ☐ Environmental Impact Statement (EIS)

Select applicable right-of-way and utility challenges for the project:

- ☐ Project area is not located entirely on applicant right-of-way
- ☐ Project may require temporary use of areas outside of the applicant right-of-way
- ☐ Project is adjacent to or may impact the operations of a railroad, light rail, or Caltrans facility
- ☐ Project may require utility relocation

Schedule and Funding Plan

Phase	**Fiscal Year** *Phase start*	**OBAG 4 Request**	**Other Amount**	**Other Description** *Fund source name(s), secured/unsecured*
Preliminary Engineering (PE)				
Right-of-Way (ROW)				
Construction (CON)				
Non Infras-tructure (NI)	FFY28	$ 5,000,000	$ 9,400,000	Developer subsidy (secured), STA and AHSC grants (secured), fare revenue (planned)
Total	*Latest 2031*	**$ 5,000,000**	**$ 9,400,000**	*Non-federal share must be ≥11.47%*

Funding and Schedule Requirements
Confirm that the project schedule and funding plan meet the following requirements.

☑ Total requested award amount meets the minimum applicable threshold:
- $500,000 or more for projects in Alameda, Contra Costa, and Santa Clara Counties
- $250,000 or more for projects Marin, Napa, San Francisco, San Mateo, Solano, and Sonoma Counties
- $150,000 or more with a request for an exception to the standard minimum

☑ Non-federal share of the project total meets or exceeds the federal 11.47% minimum local match
☑ Applicant will obligate any awarded OBAG 4 funds by the September 30, 2031 obligation deadline
☑ Requested award amount is rounded to the nearest $1,000

Contribution to Geographic Minimum

PDA and TOC Relationship
A minimum share of each county's projects must support a Priority Development Area (PDA) and/or Transit Oriented Community (TOC), generally defined as projects within a mile or less of a PDA and/or TOC (see reference map). Projects located outside of these areas remain eligible for funding. Indicate the location of the project relative to PDAs/TOCs.

☑ Project is located within a mile or less of a PDA and/or TOC
☐ Project is countywide or otherwise not confined to a fixed location
☐ Project is not located within a mile or less of a PDA or TOC (not disqualifying)

Applicant Acknowledgements

Applicant Acknowledgements
Affirm understanding of, and intent to comply with, OBAG 4 requirements as summarized below and detailed in MTC Resolution No. 4740, Revised (available on MTC's OBAG 4 webpage).

☐ **Complete Streets Checklist:** applicant has submitted a checklist for this project in MTC's Complete Streets Portal to demonstrate consistency with MTC's Complete Streets Policy and Transit Priority Policy for Roadways, including project review by a local Bicycle and Pedestrian Advisory Committee (BPAC) and/or transit agency/ies as applicable.

☑ **Project Delivery Policy:** if awarded OBAG 4 county funds, applicant will comply with MTC's Regional Project Delivery Policy, including designation of a staff Single Point of Contact (SPOC), adoption of a Resolution of Local Support, project inclusion in the federal Transportation Improvement Program (TIP) and MTC's associated TIP management platform, and participation in the Annual Obligation Plan (AOP) process.

☐ **Jurisdiction Requirements:** jurisdiction applicants, or applicants requesting OBAG 4 funds on behalf of one or more jurisdiction(s), acknowledge the following ongoing requirements for jurisdiction recipients:

- State Housing Element certification, Annual Progress Report (APR) submission, and compliance with select state housing laws
- Updated Local Roadway Safety Plan (LRSP) or equivalent plan as defined by California Highway Safety Improvement Program (HSIP) guidelines
- Pavement Management Program (PMP) certification and participation in statewide local streets and roads needs assessment surveys
- Federal Highway Performance Monitoring System (HPMS) traffic count reporting

☑ **Attachments:** applicant will provide the following attachments with this application, as applicable:

- Project overview map (if available)
- CMAQ Air Quality Input Form (for eligible applications requesting over $1 million)
- Letter(s) of support (if referenced above)
- Local plan(s) (if referenced above but no link is provided)
- Applicant ADA Transition Plan (required, attach if no link is provided above)

OBAG Cycle 4 County Program San Francisco Supplemental Application Form

Instructions

Agencies applying for San Francisco One Bay Area Grant (OBAG 4) County Program funds must submit the following Supplemental Application Form, covering San Francisco-specific project evaluation criteria, as part of a complete application package by July 7, 2026. Additional information on the OBAG Cycle 4 County program is available on the San Francisco County Transportation Authority website.

San Francisco Supplemental Project Evaluation Criteria

Project Eligibility *Confirm San Francisco County eligibility requirements.*
x Project is consistent with the San Francisco Transportation Plan 2050 or 2050+ update. x Total requested award amount is $500,000 or more.

Sponsor Project Priority Order *If you are submitting more than one application, please indicate the priority of this project (e.g. 2nd priority out of 4 applications).*

Increase Safety *Briefly describe how the project addresses corridors on the High Injury Network or other locations with a known safety issue, if applicable. Include supporting data as an attachment to the project application if needed.*
The only way on and off of Treasure Island by car or bus is the Bay Bridge, one of the Bay Area's most congested corridors that carries nearly 9,000 vehicles per hour during peak hours. The segment of the Bay Bridge on and off TI/YBI is also part of MTC's regional High Injury Network. This project will increase ferry mode share and induce travelers to shift away from driving to transit. This will reduce exposure to crash risks and also reduce traffic volumes on a corridor with a history of fatal and serious-injury crashes. Additionally, this project supports safer travel for cyclists by expanding capacity for bikes on the TI ferry, which is a crucial link in the Bay Skyway connecting the East Bay and San Francisco. Because TI is an EPC, this project also advances Vision Zero and safety goals in a community that is disproportionately affected by crashes. Attachment 4 shows the segment of the regional High Injury Network on the Bay Bridge.

Improve Transit Reliability and Accessibility
Describe how the project increases transit accessibility, reliability, and connectivity (e.g. stop improvements, transit stop consolidation and/or relocation, transit signal priority, traffic signal upgrades, travel information improvements, wayfinding signs, bicycle parking, and improved connections to regional transit), and how the project supports existing or proposed rapid transit network or rail. Indicate whether the project is identified in transit performance plans or programs such as the San Francisco Municipal Transportation Agency's Muni Forward program.

Interim ferry service, operated by a private contractor, has been unreliable due to inconsistent access to a spare vessel, and is not well integrated or connected with the regional transit network. Since launch in 2022, a number of planned trips have been cancelled due to unplanned vessel or other repairs, or because there were no crew available. Limited ferry capacity has also become an issue as development on TI continues, bringing more amenities, visitors, and residents to the island. The 49-passenger vessel is beginning to reach capacity on weekends and event days. TIMMA has also heard from residents that ferry service is not frequent enough and does not have a long enough span of service. Furthermore, the interim ferry is not fully integrated into the regional transit network and as such does not take Clipper and does not have real-time information. Residents of this EPC, where the median income is well below the median income of San Francisco, have said that not being able to access free transfers between the ferry and other regional transit agencies is a cost barrier to using the ferry.

This project brings further reliability benefits over the Muni 25 bus, currently the only public transit service provided between TI and SF. While the bus has headways of 20 minutes, the service can be unreliable because of congestion on the Bay Bridge and construction on the island. Residents have experienced wait times of over an hour due to bus service disruptions or traffic incidents. This project will improve the reliability of transit riders by improving an alternative service that does not use the Bay Bridge.

TI is part of SFBF's 2050 Service Vision and Business Plan and SFBF's Rapid Electric Emission Free (REEF) program. The 2050 Service Vision and Business Plan defines SFBF's vision of regional ferry service over the next 25 years, which prioritizes expanding the ferry network to improve regional connectivity, emergency response, and community connections. This plan identifies TI ferry service as a Tier 1 project. The REEF program is a suite of projects to transition from diesel to zero-emission propulsion vessels throughout the SFBF system. TI electrification is included through Phase 1 of the REEF program.

Transitioning the service to be SFBF-operated has benefits for transit accessibility, reliability, and connectivity. The larger SFBF boat with capacity for 150 passengers means fewer leave-behinds, which is an issue that TI residents experience on weekends and event days. Being part of the SFBF system also means that riders will have access to real-time information and that the TI service can be supported with spare vessels from the SFBF fleet. This would reduce the amount of service outages that riders currently experience due to limited availability of spare vessels under the private interim service operator. Integration into the Clipper system would also reduce the financial burden on ferry riders by giving riders access to Clipper discounts for youth and seniors, and allowing riders to transfer for free to other transit operators.

Improve Access to Schools, Senior Centers, and Other Community Sites
Describe how the project improves access to schools, senior centers, community centers, afterschool care facilities, parks, and/or other community sites and destinations. Include a map of the project location in relation to relevant community sites as an attachment to the project application.

A critical challenge facing TI residents is the lack of affordable and environmentally clean transportation options to destinations in mainland SF. As the residential and commercial development on TI is still in progress, residents must travel off-Island for critical services. There is no large grocery store, school, or healthcare facility on TI, and limited job opportunities.

Currently, the only public transportation option is the Muni 25 bus, while ferry service is provided by a private contractor. Both the bus and interim ferry service provide service between TI and the downtown SF/Embarcadero area, where riders can connect with other public transit options to other parts of SF and to the East Bay. TI residents transfer from the bus or ferry to other public transit options to access key destinations such as medical facilities at Kaiser SF and UCSF, grocery stores like Safeway and Foods Co, employment training centers, and Bessie Carmichael Elementary School. Attachment 5 shows key destinations in SF that are within a 30-minute transit connection from the SF Ferry Building, where TI ferry riders will arrive.

Access to destinations is limited with both the bus and interim ferry service. The bus has headways between 15 and 20 minutes, but can be unreliable because of congestion on the Bay Bridge and construction on the island. Access is also limited with the interim ferry service because of lack of regional transit network and fare integration, insufficient capacity on the smaller diesel boat, and service unreliability.

This project will improve access by providing an integrated, larger capacity, and more reliable ferry service as an alternative to the Muni 25 bus. Transitioning to SFBF operations will allow ferry riders to use Clipper to pay for fares and receive free transfers to other public transit services, increase ferry capacity with a larger boat, and improve service reliability. In particular, free transfers will improve access by reducing the financial burden of transferring from the ferry to other public transit options, which is necessary to provide access to destinations in SF outside of downtown and to the East Bay.

Construction Coordination
Identify if the project is or will be coordinated with other construction projects to mitigate construction impacts and/or achieve cost savings. Clearly identify the related improvements, describe the scope, and provide a timeline for major milestones for coordination.

Electric ferry service requires the construction of battery charging infrastructure on Treasure Island. This equipment has been designed and the project is fully funded. Construction is expected to be complete in June 2027.

Limited Funding Options
Indicate the project's eligibility and competitiveness for other funding options:

☐ Project is eligible and competes well for other fund sources
x Project is ineligible or completes poorly for other discretionary fund sources (explain)
☐ Other ___ (explain)

TIMMA and SFBF are seeking funds for the first three years to start the operation of electric ferry service between TI and SF. There are few sources of operating funding, which is a challenge that all transit agencies are facing as pandemic-era federal, state, and regional funds are essentially exhausted, creating an imminent fiscal cliff. SFBF operations are primarily funded through fare revenue and RM3 bridge tolls, both funding sources that have seen lower revenues since the pandemic. RM3 funds are being used to fund existing SFBF services, and are not sufficient to support the start of new services like TI service. Furthermore, as a new service, the TI ferry will not receive funding from revenue measures on the November ballot.

Fare revenue is a small part of any transit agency's operating budget. Particularly in the early years of electric ferry operation, fare revenue from the TI ferry will be relatively lower since the islands are still in development. Fare revenues will increase as the residential, workforce, and visitor populations increase with additional development. The developer subsidy is capped annually and is insufficient to support the ferry service. Finally, the congestion management toll will not generate revenue to support TI transit services until the program gains local adoption.

San Francisco OBAG Cycle 4 County Program
Detailed Schedule, Budget, Cost and Funding Plan

Project Name:	Treasure Island Electric Ferry Pilot

DELIVERY MILESTONES	**Status**	**Work**	**Start Date**		**End Date**	
Phase	**%**	**In-house,**	**Month**	**Calendar**	**Month**	**Calendar**
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)						
Design Engineering (PS&E)						
Right-of-way						
Advertise Construction		N/A			N/A	N/A
Start Construction (e.g. Award Contract)	0%	Both	Oct	2027	N/A	N/A
Open for Use	N/A	N/A	N/A	N/A	Oct	2027

San Francisco OBAG Cycle 4 County Program
Detailed Schedule, Budget, Cost and Funding Plan

Project Name:	Treasure Island Electric Ferry Pilot

COST ESTIMATE

		Funding Source by Phase				
Phase	**Cost**	**OBAG 4**	**Prop L**	**Other**	**Source of Cost Estimate**	**Desired Federal Fiscal Year (FFY) for OBAG Funds** (Oct 1 - Sept 30)*
Planning/Conceptual Enginee	$0					
Environmental Studies (PA&ED	$0					
Design Engineering (PS&E)	$0					
Right-of-Way	$0					
Construction	$14,400,000	$5,000,000	$0	$9,400,000	SFBF, TIMMA forecas	FFY28
TOTAL PROJECT COST	$14,400,000	$5,000,000	$0	$9,400,000		*Call for projects will program funds in FFYs 2026/27 - 2029/30.

FUNDING PLAN FOR ALL PHASES - ALL SOURCES

Funding Source	**Planned**	**Programmed**	**Allocated**	**TOTAL**
OBAG 4	$5,000,000	N/A	N/A	$5,000,000
STA Grant			$1,400,000	$1,400,000
AHSC Grant			$3,000,000	$3,000,000
Developer Subsidy			$4,200,000	$4,200,000
Fare Revenues	$800,000			$800,000
TOTAL	**$5,800,000**	**$0**	**$8,600,000**	**$14,400,000**

Comments

PROJECT BUDGET TEMPLATE - CONSTRUCTION

General Instructions
- Sponsor may attach budget details in sponsor agency format (Excel), which includes all required information (per phase) detailed below.
- Contingencies should be called out in each phase.

For **Construction Phase**:
- Provide total labor cost by agency, contract costs (include major line item detail), construction management/support (includes project management, inspection, design services during construction, outreach during construction), other direct costs (includes Job Order Contracting, inter-agency costs, owner provided materials and services), and contingency.

MAJOR LINE ITEM BUDGET FOR CONSTRUCTION

BUDGET SUMMARY (BY AGENCY LABOR BY TASK)

Budget Line Item	Totals	% of contract	Contractor	SFBF	TIMMA
1. SF Bay Ferry Expenses					
Crew Labor	$ 5,860,000			$ 5,860,000	
Vessel Energy	$ 1,740,000			$ 1,740,000	
Other Expenses	$ 5,590,000			$ 5,590,000	
Subtotal	$ 13,190,000			$ 13,190,000	
2. Program Management	$ 340,000	3%			$ 340,000
3. Other Direct Costs *	$ -				$ -
4. Contingency	$ 870,000.00	7%			$ 870,000
TOTAL CONSTRUCTION PHASE	**$ 14,400,000**		**$ -**	**$ 13,190,000**	**$ 1,210,000**

* Applicant to provide details

The tables shown here are meant as an example to demonstrate how the required budget information can be represented. Applicant may modify the format as needed to fit the proposed project as long as the requested information is provided in Excel format.

375 Beale St. STE 310, San Francisco, CA 94105
sanfranciscobayferry.com

July 1, 2026

Andrew Fremier, Executive Director
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, California 94105

Dear Executive Director Fremier:

On behalf of San Francisco Bay Ferry (SFBF), I am writing to express my strong support for the Treasure Island Electric Ferry Pilot with a One Bay Area Grant Cycle 4 County Program grant. SFBF is a co-applicant with the Treasure Island Mobility Management Agency (TIMMA) on this grant application. This project will support the launch and first three years of operations of an electric ferry between Treasure Island and the San Francisco Ferry Building. The service, which will be operated by SFBF, will be the first all-electric, high-speed ferry service in the nation. SFBF is a regional public transit agency tasked with operating and expanding ferry service on the San Francisco Bay and with coordinating the water transit response to regional emergencies. SFBF carries over three million passengers annually utilizing a fleet of 19 high-speed passenger-only ferry vessels and currently serves the cities of Alameda, Oakland, Richmond, San Francisco, South San Francisco and Vallejo.

Treasure Island is one of San Francisco's most racially and ethnically diverse neighborhoods. It is growing into a mixed-use community with 8,000 new residences, of which 27 percent will be affordable, which will result in tens of thousands of additional trips every day between TI and Yerba Buena Island (YBI), San Francisco, and the East Bay. In 2022, the community-guided TI Supplemental Transportation Study found that ferry service was crucial to providing residents with an alternate way on and off the island, a critical lifeline to reach mainland SF in the event of a bus breakdown or congestion on the Bay Bridge.

Interim ferry service, which is currently provided as an amenity by the developer, has operated between Treasure Island and Downtown San Francisco since 2022. The interim ferry has a capacity of 49 passengers, which is often exceeded on weekends and event days, and as a privately-operated service, does not allow riders to pay with Clipper. Strong ridership growth since launch shows the popularity of the ferry as an alternative to driving. Launching electric ferry service with SFBF will offer increased capacity through a larger, 150-passenger zero-emission boat. The Treasure Island Electric Ferry Pilot will support quality of life for residents of this Equity Priority Community and San Francisco's newest neighborhood by providing residents with zero-emission daily service to job centers and recreational destinations in Downtown San Francisco, and a second means of reaching them during Bay Bridge congestion, closure, or emergency conditions.

San Francisco Bay Ferry supports this critical project and respectfully requests your full consideration of the TIMMA's grant application.

Sincerely,

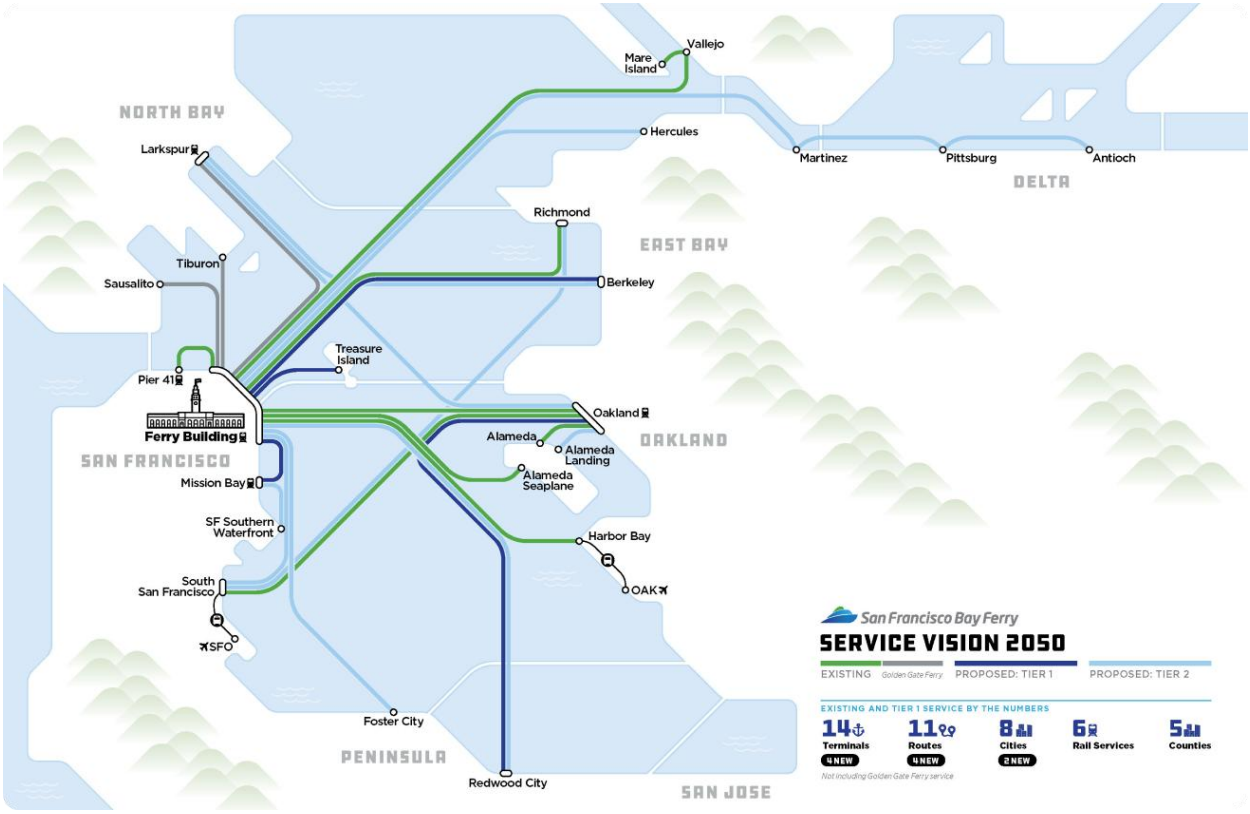
Seamus Murphy

Seamus Murphy (Jul 2, 2026 09:43:09 PDT)

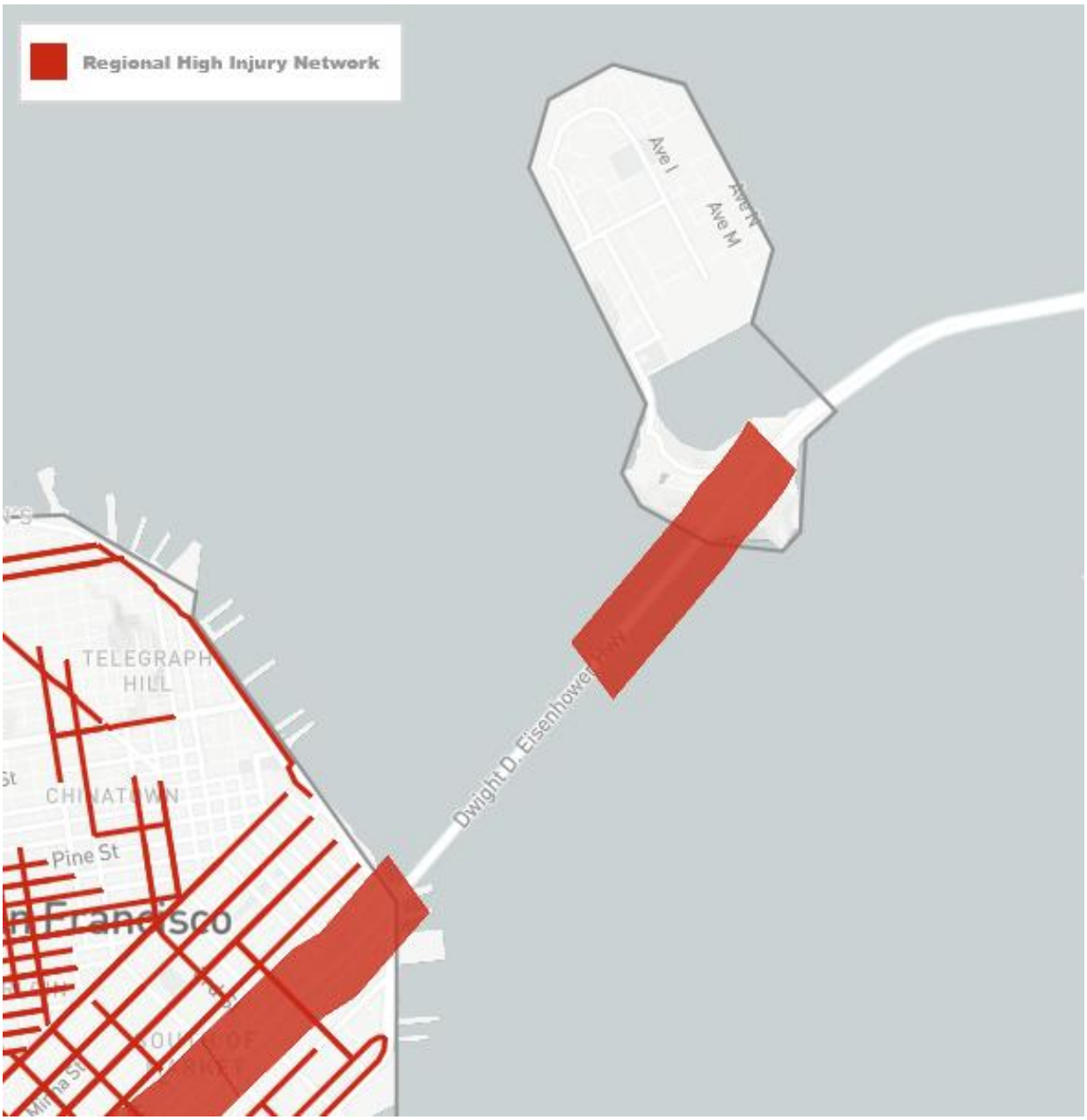
Seamus Murphy
Executive Director

ATTACHMENT 2: PROJECT LOCATION

ATTACHMENT 3: SAN FRANCISCO BAY FERRY 2050 EXPANSION PLAN



ATTACHMENT 4: REGIONAL HIGH INJURY NETWORK



ATTACHMENT 5: COMMUNITY SITES

MTC CMAQ Air Quality Calculation Inputs
Version 1.2

Background & Instructions

The Metropolitan Transportation Commission (MTC) is required to calculate and report on air quality improvements associated with projects awarded federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding. Project sponsors applying for and/or awarded CMAQ funding from MTC must provide the following inputs for use by MTC staff to calculate associated air quality improvements.

This form must be completed and submitted in Word document form. Sponsors must complete the General Information section for all CMAQ-eligible projects, along with any applicable subsequent section(s) based on project type. Measurements of current conditions (e.g. existing traffic volume) should use the most recent available data. For current transit ridership, FTA's National Transit Database (NTD) is the preferred data source. Projected future conditions (e.g. future traffic volume) should use the sponsor's best estimates given the information available.

For assistance completing this form, please contact Harold Brazil at hbrazil@bayareametro.gov.

General Information (All CMAQ-Eligible Projects)

Project Name:	*Project name*
Location: *County*	San Francisco
Funding Request: *CMAQ amount*	$5,000,000
Completion Year:	2030
General Notes: *Optional*	*General notes (optional)*

Bicycle & Pedestrian Facilities

Facility Length/Type

Facility Type *Complete one row per facility type*	**Project Length** *Include units*	**Total Facility Length** *Include units*
Select facility type	*Project length*	*Total facility length (incl. project)*
Select facility type	*Project length*	*Total facility length (incl. project)*
Select facility type	*Project length*	*Total facility length (incl. project)*
Select facility type	*Project length*	*Total facility length (incl. project)*

Crossing County/Type

Crossing Type *Complete one row per crossing type*	**Crossing Count**
Select crossing type	*Crossing count*
Select crossing type	*Crossing count*

Additional Project Information

Bike Station Count: *Number added*	*Bike station count*
Roadway Type: *Functional class, for on-street facilities*	*Roadway type*
Roadway Lanes: *Both directions*	*Lane count*

Posted Speed Limit: *MPH*	*Posted speed limit*
Daily Traffic: *Average annual daily traffic volume (AADT), both directions*	*Average daily traffic*
Daily Traffic Year: *Year AADT measured (use most recent data available)*	*Measurement year*
Parallel Roadway Type, if Applicable: *Functional class of adjacent corridor*	*Roadway type*
Parallel Roadway Lanes, if Applicable: *Both directions*	*Lane count*
Parallel Posted Speed Limit, if Applicable: *MPH*	*Posted speed limit*
Parallel Daily Traffic, if Applicable: *Average annual daily traffic volume (AADT), both directions*	*Average daily traffic*
Parallel Daily Traffic Year, if Applicable: *Year parallel AADT measured (use most recent data available)*	*Measurement year*
Nearby Destinations: *Activity centers within ½ mile of project, including banks, churches, hospitals/ clinics, light rail stations, office parks, post office, libraries, shopping areas, universities/colleges*	*Destination count*
Nearby Colleges/ Universities: *Within 2 miles of project*	*College and/or university count*
Additional Notes: *Optional*	*Additional notes (optional)*

Rideshare Programs

Average Current Daily Ridership: *Average number of weekday riders prior to project implementation*	*Average current ridership*

Ridership Year: *Year ridership measured (use most recent data available)*	*Measurement year*
Ridership Source: *Source of ridership data (NTD preferred)*	*Ridership source*
Projected Future Daily Ridership: *Estimated number of weekday riders after project implementation*	*Projected future ridership*
Additional Notes: *Optional*	*Additional notes (optional)*

Carshare Programs

Vehicles Available: *Number of carshare vehicles available*	*Carshare vehicle count*
Conventional Membership: *Number of monthly members*	*Conventional carshare monthly member count*
One-Way Membership: *Number of one-way monthly members*	*One-way carshare monthly member count*
Additional Notes: *Optional*	*Additional notes (optional)*

Bike Share & Scooter Share Programs

Micromobility Fleet Size/Ridership

Micromobility Fleet Type *Complete one row per micromobility mode*	**Fleet Size** *Number of micromobility devices*	**Ridership** *Number of average weekday riders*
Select fleet type	*Fleet size (count)*	*Daily ridership*
Select fleet type	*Fleet size (count)*	*Daily ridership*
Select fleet type	*Fleet size (count)*	*Daily ridership*

Additional Project Information

Ridership Year: *Year ridership measured (use most recent data available)*	*Measurement year*
Ridership Source: *Source of ridership data*	*Ridership source*
Additional Notes: *Optional*	*Additional notes (optional)*

Transportation Demand Management/Safe Routes to School Non-Infrastructure Programs

New Walking Trips: *Number of new walking trips per weekday, replacing SOV trips*	*New walking trip count*
New Biking Trips: *Number of new biking trips per weekday, replacing SOV trips*	*New biking trip count*
New Carpool Trips: *Number of new carpool trips per weekday, replacing vehicle trips*	*New carpool trip count*
Carpool Ridership: *Average number of riders per new carpool*	*Riders per carpool*
Additional Notes: *Optional*	*Additional notes (optional)*

Transit Improvements – Roadway

Current Daily Ridership: *Average number of current weekday riders*	*Current daily rider count*
Ridership Year: *Year ridership measured (use most recent data available)*	*Measurement year*
Ridership Source: *Source of ridership data (NTD preferred)*	*Ridership source*
Future Daily Ridership: *Projected number of weekday riders*	*Future daily rider count*
Daily Revenue Miles: *Weekday transit vehicle revenue miles (total)*	*Daily revenue miles*
Project Length: *Length of roadway improvements*	*Project length (include units)*
Current Route Length: *Length of current route*	*Current route length (include units)*
Future Route Length: *Length of completed route*	*Future route length (include units)*
Additional Notes: *Optional*	*Additional notes (optional)*

Transit Improvements – Rail/Ferry

Parking Spaces Added/Removed: *If applicable*	None

Current Daily Ridership: *Average number of current weekday riders*	200
Ridership Year: *Year ridership measured (use most recent data available)*	2025
Ridership Source: *Source of ridership data (NTD preferred)*	Private Treasure Island Developer
Future Daily Ridership: *Projected number of weekday riders*	350 – 500 average weekday trips in first 3 years of service
Description: *List elements resulting in service and/or frequency improvements*	Increased capacity (from 49 to 150 passengers), increased frequency (adding one more round trip per day)
Additional Notes: *Optional*	The current daily ridership is the average number of weekday riders on the interim diesel ferry service, as of 2025. The interim diesel ferry service is provided by a private contractor. This project will start a new, SFBF-operated electric ferry service between TI and SF.

Transit Improvements – Station

Parking Spaces Added/Removed: *If applicable*	*Change in parking spaces*
New Stop Count: *Number of new bus bays/ stops, rail platforms*	*New bus stop/bay, rail platform count*
Roadway Improvements: *List roadway improvements, including intersection improvements, added turn lanes, new capacity, and length*	*Description of roadway improvements*
Active Transportation Improvements: *List bicycle/pedestrian access improvements, including length of new path if applicable*	*Description of bicycle/pedestrian improvements*
Additional Notes: *Optional*	*Additional notes (optional)*

Transit Fleet Expansion

Current Daily Ridership: *Average number of current weekday riders*	*Current daily rider count*
Ridership Year: *Year ridership measured (use most recent data available)*	*Measurement year*
Ridership Source: *Source of ridership data (NTD preferred)*	*Ridership source*
Future Daily Ridership: *Projected number of weekday riders*	*Future daily rider count*
Additional Vehicles:	*Number of new vehicles*
Daily Service Miles: *Weekday transit vehicle revenue miles per vehicle*	*Daily service miles per vehicle*
Engine Type:	*Vehicle engine type*
Additional Notes: *Optional*	*Additional notes (optional)*

Zero-Emissions Transit Fleet Replacement

Vehicles Replaced:	*Number of new vehicles*
Daily Service Miles: *Weekday transit vehicle revenue miles per vehicle*	*Daily service miles per vehicle*
Existing Engine Type:	*Existing engine type*
Replacement Engine Type:	*Replacement engine type*
Additional Notes: *Optional*	*Additional notes (optional)*

Electric Vehicle Charging Stations

Station Type:	*Charging station type*
Station Count:	*Charging station count*
Additional Notes: *Optional*	*Additional notes (optional)*

Traffic Signal Synchronization

AM Peak Volume: *Average weekday AM peak hour vehicles/hour*	*AM peak volume*
PM Peak Volume: *Average weekday PM peak hour vehicles/hour*	*PM peak volume*
Off-Peak Volume: *Average weekday off-peak vehicles/hour*	*Off-peak volume*

Traffic Volume Year: *Year traffic volumes measured (use most recent data available)*	*Measurement year*
Current Speed: *Current average speed, in MPH*	*Current average speed*
Current Speed Year: *Year average speed measured (use most recent data available)*	*Measurement year*
Future Speed: *Projected average speed after project, in MPH*	*Projected average speed*
Project Length: *Length of impacted roadway segment(s)*	*Roadway length (include units)*
Roadway Type: *Functional class*	*Roadway type*
Additional Notes: *Optional*	*Additional notes (optional)*

Roundabouts

Existing Turn Percentages

Existing Intersection Approach *Complete one row per existing approach*	**Left Turn Percentage**	**Right Turn Percentage**	**U-Turn Percentage**
Approach	*Left %*	*Right %*	*U-turn %*
Approach	*Left %*	*Right %*	*U-turn %*
Approach	*Left %*	*Right %*	*U-turn %*
Approach	*Left %*	*Right %*	*U-turn %*
Approach	*Left %*	*Right %*	*U-turn %*
Approach	*Left %*	*Right %*	*U-turn %*

Roundabout Entry Lanes

Proposed Roundabout Approach *Complete one row per proposed approach*	**Entry Lane Count**
Approach	*Number of lanes*
Approach	*Number of lanes*
Approach	*Number of lanes*
Approach	*Number of lanes*
Approach	*Number of lanes*
Approach	*Number of lanes*

Additional Project Information

Average Daily Volume: *Average annual daily traffic volume (AADT), both directions*	*Average annual daily traffic volume*
Truck Percentage: *If applicable*	*Truck percentage*

AM Peak Delay: *Average weekday AM peak hour intersection delay seconds/vehicle*	*AM peak delay per vehicle*
PM Peak Delay: *Average weekday PM peak hour intersection delay seconds/vehicle*	*PM peak delay per vehicle*
Off-Peak Delay: *Average weekday off-peak hour intersection delay seconds/vehicle*	*Off-peak delay per vehicle*
Measurement Year: *Year traffic volume, composition, delay measured (use most recent data available)*	*Measurement year*
Roadway Type: *Functional class*	*Roadway type*
Circulating Lanes: *Proposed number of circulating lanes*	*Number of circulating lanes*
Additional Notes: *Optional*	*Additional notes (optional)*

Intersection Improvements

Project Area Types

Urban/Rural *Select one option*	**Business District** *Select one option*
☐ Urban ☐ Rural	☐ Business District ☐ Not a Business District

Intersection Signalization

Existing/ Proposed	**Signalization** *Select as applicable*	**Turn Phases** *Select as applicable*
Existing:	☐ Signalized ☐ Unsignalized	☐ Left turn phase ☐ Right turn phase
Propose:	☐ Signalized ☐ Unsignalized	☐ Left turn phase ☐ Right turn phase

Additional Project Information

Daily Peak Hours: *AM and PM*	*Number of peak hours per day*
Peak Hour Volume: *Average weekday peak hour vehicles/hour, both directions*	*Peak hour volume*
Truck Percentage: *If applicable*	*Truck percentage*

Existing Delay: *Average weekday intersection delay seconds/vehicle*	*Average delay per vehicle*
Measurement Year: *Year traffic volume, composition, delay measured (use most recent data available)*	*Measurement year*
Proposed Signal Time: *Cycle length (seconds)*	*Cycle length*
Green Time Ratio: *Ratio of green time per cycle time*	*Green time ratio*
Left Turn Lanes Added: *Number added, single direction*	*Number of left turn lanes added*
Additional Notes: *Optional*	*Additional notes (optional)*

Revisions

Version 1.0 (6/28/2022): initial publication
Version 1.1 (7/22/2022): document updated to add Transportation Demand Management/Safe Routes to School Non-Infrastructure Programs section, make accessibility modifications to tables
Version 1.2 (11/29/2022): background and instructions updated for generic use by project sponsors applying for and/or receiving CMAQ funding from MTC, regardless of grant cycle or project status

CITY & COUNTY OF SAN FRANCISCO
TREASURE ISLAND DEVELOPMENT AUTHORITY
39 TREASURE ISLAND RD,
2ND FLOOR, TREASURE ISLAND
SAN FRANCISCO, CA 94130

SHEELA JIVAN
EXECUTIVE DIRECTOR

June 26, 2026

Andrew Fremier, Executive Director
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, California 94105

Dear Executive Director Fremier:

On behalf of Treasure Island Development Authority (TIDA), I urge you to support the Treasure Island Electric Ferry Pilot with a One Bay Area Grant Cycle 4 County Program grant. This project will support the launch and first three years of operations of an electric ferry between Treasure Island and the San Francisco Ferry Building. The service, which will be operated by San Francisco Bay Ferry (SFBF), will be the first all-electric ferry service in the nation.

TIDA is a branch within the City Administrator's Office for the City and County of San Francisco and is responsible for overseeing the redevelopment of Treasure Island and Yerba Buena Island into San Francisco's newest, transit-oriented neighborhoods. Treasure Island (TI) is one of San Francisco's most racially and ethnically diverse neighborhoods and is growing into a mixed-use community with 8,000 new residences, of which 27 percent will be affordable. This growth will result in thousands of additional trips every day between TI, Yerba Buena Island (YBI), San Francisco, and the East Bay. In 2022, the community-guided TI Supplemental Transportation Study found that ferry service was crucial to providing residents with an alternate way on and off the island, including as a critical lifeline to reach mainland San Francisco in the event of a lapse in bus service or congestion on the Bay Bridge. As the public agency responsible for implementing the long-term redevelopment of TI and YBI, TIDA has a strong interest in advancing reliable, high-capacity, and sustainable ferry service that can support the islands' growth by reducing reliance on passenger vehicles and supporting a multimodal transportation network for the islands.

Interim ferry service, operated as an amenity by the developer, has operated between TI and downtown SF since 2022. The interim ferry has a capacity of 49 passengers, which is often exceeded on weekends and event days, and as a privately-operated service, does not allow riders to pay with Clipper. Strong ridership growth since launch shows the popularity of the ferry as an alternative to driving. Launching electric ferry service with SFBF will offer increased capacity through a larger, 150-passenger boat, provide zero-emission service for this Equity Priority Community, and support the quality of life for residents of San Francisco's newest neighborhood.

Treasure Island Development Authority urges you to support the Treasure Island Electric Ferry Pilot.

Sincerely,

Signed by:
Sheela Jivan
F0C1FBE57DFA4C8...
Sheela Jivan
Executive Director
Treasure Island Development Authority

39 Treasure Island Road, Room 166, San Francisco, CA 94130 • ph: 415.274.0311 • OneTreasureIsland.org

July, 2026

Andrew Fremier, Executive Director
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, California 94105

Dear Executive Director Fremier:

On behalf of One Treasure Island (TI), I urge you to support the Treasure Island Electric Ferry Pilot with a One Bay Area Grant Cycle 4 County Program grant. This project will support the launch and first three years of operations of an electric ferry between Treasure Island and the San Francisco Ferry Building. The service, which will be operated by San Francisco Bay Ferry (SFBF), will be the first all-electric ferry service in the nation.

Treasure Island is one of San Francisco's most diverse communities and is rapidly growing into a mixed-use neighborhood with 8,000 new homes and 27 percent of them affordable. This growth will generate a dramatic increase in daily travel to and from Treasure Island, San Francisco, and the East Bay. As demand rises, reliable and equitable transportation is critical. The 2022 community guided TI Supplemental Transportation Study made clear that ferry service is essential. It provides a dependable alternative when buses are delayed, or Bay Bridge congestion isolates the island. Ferry access is a lifeline, ensuring residents can reach services, jobs and opportunities, and must be sustained to support an equitable and connected future.

Interim ferry service, operated as an amenity by the developer, has operated between TI and downtown SF since 2022. The interim ferry has a capacity of 49 passengers, which is often exceeded on weekends and event days, and as a privately-operated service, does not allow riders to pay with Clipper. Yet strong ridership growth since launch shows the popularity of the ferry as an alternative to driving. Launching electric ferry service with SFBF will offer increased capacity through a larger, 150-passenger boat, provide zero-emission service for this Equity Priority Community, and support the quality of life for residents of San Francisco's newest neighborhood.

One Treasure Island works to uplift residents through workforce development, housing stability, and community-building programs that help families thrive. We are excited about the Treasure Island Electric Ferry Pilot as a forward-looking solution that expands clean, reliable transit options and helps connect our community to opportunity, while advancing a more sustainable and inclusive future.

We hope you'll support the Treasure Island Electric Ferry Pilot, as One Treasure Island does.
Sincerely,

Nella Goncalves
Executive Director
One Treasure Island

TREASURE
ISLAND
DEVELOPMENT GROUP

June 29, 2026

Andrew Fremier, Executive Director
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, California 94105

Dear Executive Director Fremier,

On behalf of Treasure Island Development Group (TIDG), I write in strong support of the San Francisco County Transportation Authority's application for a One Bay Area Grant Cycle 4 County Program grant to fund the Treasure Island Electric Ferry Pilot. This critical grant will support the launch and first three years of operations of an electric ferry between Treasure Island and the San Francisco Ferry Building. The service, which will be operated by San Francisco Bay Ferry, will be the first all-electric ferry service in the nation.

TIDG manages the development of Treasure Island and Yerba Buena Island. Under a public-private partnership with the City and County of San Francisco, these two islands in the middle of the San Francisco Bay are being developed into a dense, mixed-use, and mixed-income community with 8,000 new residences, 27% of which will be affordable. The Treasure Island project is among the largest in the nation to receive the LEED for Neighborhood Development (LEED ND) designation. Not only has it been envisioned since its inception to be transit-first — relying heavily on sustainable forms of transportation, including ferry, bikeshare, and an on-island shuttle — but its entire site plan is designed such that no residence is more than a 15-minute walk from the multi-modal ferry terminal.

In support of this vision, TIDG has operated an interim ferry service between Treasure Island and downtown San Francisco since 2022. Our interim service has a capacity of 49 passengers, which is already frequently exceeded during special events, and as a privately operated service, it cannot participate in the regional Clipper system. Yet strong, consistent ridership growth since our launch demonstrates the massive popularity of the ferry as a preferred alternative to driving.

The Treasure Island Electric Ferry Pilot aligns perfectly with the core mandates of the OBAG 4 program. Treasure Island is a designated Priority Development Area, making this investment a direct advancement of regional Plan Bay Area 2050+ growth goals. Furthermore, transitioning this route to San Fancisco Bay Ferry will formally integrate the service into the regional Clipper network at an important inflection point in Treasure Island's development. It will advance MTC's complete-streets and seamless-transit initiatives while addressing equity by broadening transit access for our future mixed-income residents.

We look forward to San Francisco Bay Ferry taking over this route, and we strongly urge your approval of SFCTA's grant application in support of this new service.

Sincerely,

Charles Shin

Charles Shin
Managing Director
Treasure Island Development Group

July 1, 2026

Andrew Fremier, Executive Director
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, California 94105

Dear Executive Director Fremier:

As President of the Bristol Homeowners Association located on Yerba Buena Island, I urge you to support the Treasure Island Electric Ferry Pilot with a One Bay Area Grant Cycle 4 County Program grant. This project will support the launch and first three years of operations of an electric ferry between Treasure Island and the San Francisco Ferry Building. The service, which will be operated by San Francisco Bay Ferry (SFBF), will be the first all-electric ferry service in the nation.

The current interim ferry service, operated as an amenity by the developer, has operated between Treasure Island and downtown San Francisco since 2022. This ferry has a limited capacity of 49 passengers, which is often exceeded on weekends and event days, and as a privately-operated service, does not allow riders to pay with Clipper. I and most residents of 1 Bristol Ct. are frequent ferry passengers and depend on the ferry to shop at SF grocery stores, to make medical appointments with our doctors, to dine at restaurants along the Embarcadero and elsewhere, and to do almost any retail shopping as the islands literally have only one retail establishment.

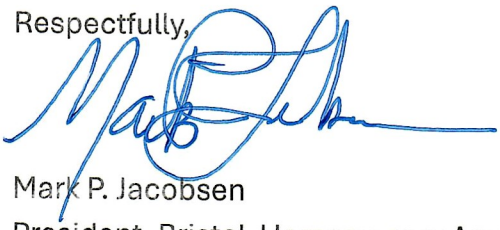
When I first moved to Yerba Buena Island over two years ago, I was often one of only a few passengers. In the last year, however, as our building is now over 70% occupied and the Isle House and Hawkins buildings have become over 90% rented, the ferry is often full to capacity with the islands' new residents, San Francisco residents exploring the new parks and visitors from around the world. The popularity of the ferry service confirms its important function as an alternative to driving as many island residents do not even own a car or like myself, rarely choose to drive into the City.

Launching electric ferry service with SFBF will offer increased capacity through a larger, 150-passenger boat, provide zero-emission service for this Equity Priority Community, and support the quality of life for residents of San Francisco's newest neighborhood. Yerba Buena Island and Treasure Island are growing into a mixed-use community with 8,000 new residences, of which 27 percent will be affordable, which will result in tens of thousands of

additional trips every day between Treasure Island and Yerba Buena Island (YBI) and San Francisco. In 2022, the community-guided TI Supplemental Transportation Study found that ferry service was crucial to providing residents with an alternate way on and off the island, and a critical lifeline to reach mainland SF in the event of a bus breakdown or congestion on the Bay Bridge.

As a representative of the residents of Yerba Buena Island, I strongly urge you to support the Treasure Island Electric Ferry Pilot.

Respectfully,



Mark P. Jacobsen
President, Bristol Homeowners Association
1 Bristol Ct.
San Francisco, CA 94130

TREASURE ISLAND JOB CORPS CENTER

351 Avenue H, Building 442
San Francisco, CA 94130
Telephone: 415.277.2400

June 24, 2026

Andrew Fremier, Executive Director
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, California 94105

Dear Executive Director Fremier:

On behalf of Treasure Island Job Corps, I urge you to support the Treasure Island Electric Ferry Pilot with a One Bay Area Grant Cycle 4 County Program grant. This project will support the launch and first three years of operations of an electric ferry between Treasure Island and the San Francisco Ferry Building. The service, which will be operated by San Francisco Bay Ferry (SFBF), will be the first high-capacity, high-speed, all-electric ferry service in the nation.

Treasure Island (TI) is one of San Francisco's most racially and ethnically diverse neighborhoods. It is growing into a mixed-use community with 8,000 new residences, of which 27 percent will be affordable, which will result in tens of thousands of additional trips every day between TI and Yerba Buena Island (YBI), San Francisco, and the East Bay. In 2022, the community-guided TI Supplemental Transportation Study found that ferry service was crucial to providing residents with an alternate way on and off the island, a critical lifeline to reach mainland SF in the event of a bus breakdown or congestion on the Bay Bridge.

Interim ferry service, operated as an amenity by the developer, has operated between TI and downtown SF since 2022. The interim ferry has a capacity of 49 passengers, which is often exceeded on weekends and event days, and as a privately-operated service, does not allow riders to pay with Clipper. Yet strong ridership growth since launch shows the popularity of the ferry as an alternative to driving. Launching electric ferry service with SFBF will offer increased capacity through a larger, 150-passenger boat, provide zero-emission service for this Equity Priority Community, and support the quality of life for residents of San Francisco's newest neighborhood.

Treasure Island Job Corps has hundreds of students and staff that already use the ferry and will continue to do so in the future. This mode of public transportation is essential to the population of people who are at Job Corps.

Treasure Island Job Corps

Sincerely,

Susan Ber

Business Engagement Liaison

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0115

California Legislature

July 10, 2026

Mr. Andrew Fremier
Executive Director, Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, California 94105

Re: Support for the One Bay Area Grant Cycle 4 (OBAG 4) Application for the Treasure Island Mobility Management Agency's (TIMMA) Treasure Island Electric Ferry Pilot project

Dear Director Fremier:

On behalf of San Francisco's legislative delegation, we urge your support of the Treasure Island Electric Ferry Pilot with an OBAG 4 County Program grant. This project will support the launch and first three years of operations of the first all-electric ferry service in the nation – between Treasure Island and the San Francisco Ferry Building.

Treasure Island is one of San Francisco's most racially and ethnically diverse neighborhoods. It is growing into a mixed-use community with 8,000 new residences, of which 27 percent will be affordable. This development will result in tens of thousands of additional trips daily between Treasure Island and Yerba Buena Island (YBI), San Francisco, and the East Bay. Ferry service is crucial to providing residents with an alternate way on and off the island and is a critical lifeline to reach mainland SF in the event of a bus breakdown or congestion on the Bay Bridge.

Interim ferry service has operated between Treasure Island and downtown San Francisco since 2022. The interim service has seen strong ridership growth since launch and shows the popularity of the ferry as an alternative to driving. Launching electric ferry service with SF Bay Ferry will offer increased capacity through a larger 150-passenger boat, provide zero-emission service for this Equity Priority Community, and support the quality of life for residents of San Francisco's newest neighborhood.

For these reasons, we urge your support of the Treasure Island Electric Ferry Pilot.

Sincerely,

Scott Wiener

Scott Wiener
Senator, 11th District

Catherine Stefani
Assemblymember, 19th District

Matt Haney
Assemblymember, 17th District

July 10, 2026

Andrew Fremier, Executive Director
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, California 94105

Dear Mr. Fremier,

On behalf of the Bay Area Council, representing over 350 major employers across the Bay Area, I urge you to support the Treasure Island Electric Ferry Pilot with a One Bay Area Grant Cycle 4 County Program grant. This project will support the launch and first three years of operations of an electric ferry between Treasure Island and San Francisco Ferry Building. This is an extraordinary opportunity to deploy the first all electric ferry service in the nation.

The Bay Area Council has long called for the expansion and modernization of the ferry system to provide more comfortable and reliable commute options that support continued economic growth around the region. We are proud of San Francisco Bay Ferry's leadership and progress in decarbonizing its vessel fleet, and this funding will help the transit agency connect this burgeoning waterfront neighborhood with Downtown San Franciso in a zero-emission, comfortable, and congestion-free travel mode.

Treasure Island is growing into a mixed-use community with 8,000 new residences, which will soon result in tens of thousands of additional trips every day between Treasure Island, San Francisco, and East Bay. Ferry service is a critical transportation mode on and off the island given the road constraints on and off the Bay Bridge. The developer has been operating a service between Treasure Island and the Ferry Building with a 49 passenger vessel since 2022, but strong and growing ridership demonstrates the need to deploy a larger vessel. This service, operated by San Francisco Bay Ferry, will increase the capacity with 150 passenger vessel, providing a zero-emission transit service for this Equity Priority Community and support the overall quality of life for residents of San Francisco's newest neighborhood.

For these reasons, we urge you to support the Treasure Island Electric Ferry Pilot.

Sincerely,

Emily Loper
Senior Vice President of Public Policy
Bay Area Council

P. 415.946.8777
www.bayareacouncil.org

Bay Area Council
The Historic Klamath
Pier 9, The Embarcadero
San Francisco, CA 94111

Bay Area Council
1215 K Street, Ste 2220
Sacramento, CA 95814

TRANSFORM

July 9, 2026

Andrew Fremier, Executive Director
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, California 94105

Dear Executive Director Fremier:

On behalf of Transform, I urge you to support the Treasure Island Electric Ferry Pilot with a One Bay Area Grant Cycle 4 County Program grant. This project will support the launch and first three years of operations of an electric ferry between Treasure Island and the San Francisco Ferry Building. The service, which will be operated by San Francisco Bay Ferry (SFBF), will be the first all-electric ferry service in the nation.

Treasure Island (TI) is one of San Francisco's most racially and ethnically diverse neighborhoods. It is growing into a mixed-use community with 8,000 new residences, of which 27 percent will be affordable, which will result in tens of thousands of additional trips every day between TI and Yerba Buena Island (YBI), San Francisco, and the East Bay. In 2022, the community-guided TI Supplemental Transportation Study found that ferry service was crucial to providing residents with an alternate way on and off the island, a critical lifeline to reach mainland SF in the event of a bus breakdown or congestion on the Bay Bridge.

Interim ferry service, operated as an amenity by the developer, has operated between TI and downtown SF since 2022. The interim ferry has a capacity of 49 passengers, which is often exceeded on weekends and event days, and as a privately-operated service, does not allow riders to pay with Clipper. Yet strong ridership growth since launch shows the popularity of the ferry as an alternative to driving. Launching electric ferry service with SFBF will offer increased capacity through a larger, 150-passenger boat, provide zero-emission service for this Equity Priority Community, and support the quality of life for residents of San Francisco's newest neighborhood.

Transform works to ensure that people of all incomes thrive in a world safe from climate chaos. We work closely with state agencies to accelerate the adoption of sustainable modes of transportation, which includes electric vehicles. We are currently partnering with GRID Alternatives to determine placement of EV charging stations in affordable housing communities, a project funded by the CEC. We also have partnered with organizations to expand multimodal access between West Oakland and San Francisco. Increasing the availability of electrified mass transit to and from Treasure Island is an important piece of that vision.

Transform urges you to support the Treasure Island Electric Ferry Pilot. Thank you for your consideration. We look forward to supporting this important project to advance California's clean transportation goals. If you have any questions, please contact Zack Deutsch-Gross, Executive Director, at zackdg@transformca.org or 415-637-0101.

Sincerely,

Zack Deutsch-Gross
Executive Director
Transform

BIKE EAST BAY
BikeEastBay.org

July 8, 2026

Andrew Fremier, Executive Director
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, California 94105

Dear Executive Director Fremier,

On behalf of Bike East Bay and Walk Bike Berkeley, we are writing to express our strong support for the Treasure Island Electric Ferry Pilot with a One Bay Area Grant Cycle 4 County Program grant. This project will support the launch and first three years of operations of an electric ferry between Treasure Island and the San Francisco Ferry Building. The service, which will be operated by San Francisco Bay Ferry (SFBF), will be the first all-electric ferry service in the nation.

Bike East Bay has been advocating for healthy, sustainable cities throughout Contra Costa and Alameda Counties since 1972. The promotion of high-quality bikeways and multi-modal connectivity to transit has always been a significant part of this work, making it easier for people of all ages and abilities to rely on safe, affordable, and green transportation options for more of their everyday trips.

Access across the water between Bay Area communities is one of our organization's highest priorities, as reflected by our popular "Bridging the Bay" campaign with a contact list of over five thousand individuals. The connection between the East Bay and Treasure Island is currently served by the Bay Bridge's Alexander Zuckermann Bicycle Pedestrian Path, named after one of the founders of our organization. But the gap between Treasure Island and SF remains underserved. The Treasure Island Electric Ferry Pilot will help to address this need by increasing transit service and capacity.

Treasure Island (TI) is one of San Francisco's most racially and ethnically diverse neighborhoods. It is growing into a mixed-use community with 8,000 new residences, of which 27 percent will be affordable, which will result in tens of thousands of additional trips every day between TI and Yerba Buena Island (YBI), San Francisco, and the East Bay. In 2022, the community-guided TI Supplemental Transportation Study found that ferry service was crucial to providing residents with an alternate way on and off the island, a critical lifeline to reach mainland SF in the event of a bus breakdown or congestion on the Bay Bridge.

BIKE EAST BAY

BikeEastBay.org

Interim ferry service, operated as an amenity by the developer, has operated between TI and downtown SF since 2022. The interim ferry has a capacity of 49 passengers, which is often exceeded on weekends and event days, and as a privately-operated service, does not allow riders to pay with Clipper. Yet strong ridership growth since launch shows the popularity of the ferry as an alternative to driving. Launching electric ferry service with SFBF will offer increased capacity through a larger, 150-passenger boat, provide zero-emission service for this Equity Priority Community, and support the quality of life for residents of San Francisco's newest neighborhood.

For these reasons, this project is in alignment with our organizations' goals. We strongly support the Treasure Island Mobility Management Agency's funding request and respectfully encourage favorable consideration of this important project.

Sincerely,

Robert Prinz
Advocacy Director
Bike East Bay

Ben Gerhardstein
Coordinating Committee Member
Walk Bike Berkeley

Island Cove Market
Navy Base Exchange Building 201, 800 Avenue H,
San Francisco, CA 94130
Phone: (415)391-2299

July 05, 2026
Andrew Fremier, Executive Director
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, California 94105

Dear Executive Director Fremier:

On behalf of Island Cove Market, I urge you to support the Treasure Island Electric Ferry Pilot with a One Bay Area Grant Cycle 4 County Program grant. This project will support the launch and first three years of operations of an electric ferry between Treasure Island and the San Francisco Ferry Building. The service, which will be operated by San Francisco Bay Ferry (SFBF), will be the first all-electric ferry service in the nation.

Treasure Island (TI) is one of San Francisco's most racially and ethnically diverse neighborhoods. It is growing into a mixed-use community with 8,000 new residences, of which 27 percent will be affordable, which will result in tens of thousands of additional trips every day between TI and Yerba Buena Island (YBI), San Francisco, and the East Bay. In 2022, the community-guided TI Supplemental Transportation Study found that ferry service was crucial to providing residents with an alternate way on and off the island, a critical lifeline to reach mainland SF in the event of a bus breakdown or congestion on the Bay Bridge.

Interim ferry service, operated as an amenity by the developer, has operated between TI and downtown SF since 2022. The interim ferry has a capacity of 49 passengers, which is often exceeded on weekends and event days, and as a privately-operated service, does not allow riders to pay with Clipper. Yet strong ridership growth since launch shows the popularity of the ferry as an alternative to driving. Launching electric ferry service with SFBF will offer increased capacity through a larger, 150-passenger boat, provide zero-emission service for this Equity Priority Community, and support the quality of life for residents of San Francisco's newest neighborhood.

Island Cove Market is the local grocery store providing all the essential products, and fresh meals to the Treasure Island community in San Francisco. As a local business, its interest in the Treasure Island Electric Ferry Pilot stems from a desire to support sustainable, reliable public transit that drives foot traffic to local businesses, ensures a smoother commute for employees, and increases accessibility for customers traveling to and from the island.

Island Cove Market urges you to support the Treasure Island Electric Ferry Pilot.

Sincerely,
Abdo Nasser
Ceo

Seamless Bay Area

July 9, 2026

Andrew Fremier, Executive Director
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, California 94105

Dear Executive Director Fremier:

On behalf of Seamless Bay Area urge you to support the Treasure Island Electric Ferry Pilot with a One Bay Area Grant Cycle 4 County Program grant. This project will support the launch and first three years of operations of an electric ferry between Treasure Island and the San Francisco Ferry Building. The service, which will be operated by San Francisco Bay Ferry (SFBF), will be the first all-electric ferry service in the nation.

Treasure Island (TI) is one of San Francisco's most racially and ethnically diverse neighborhoods. It is growing into a mixed-use community with 8,000 new residences, of which 27 percent will be affordable, which will result in tens of thousands of additional trips every day between TI and Yerba Buena Island (YBI), San Francisco, and the East Bay. In 2022, the community-guided TI Supplemental Transportation Study found that ferry service was crucial to providing residents with an alternate way on and off the island, a critical lifeline to reach mainland SF in the event of a bus breakdown or congestion on the Bay Bridge.

Interim ferry service, operated as an amenity by the developer, has operated between TI and downtown SF since 2022. The interim ferry has a capacity of 49 passengers, which is often exceeded on weekends and event days, and as a privately-operated service, does not allow riders to pay with Clipper. Yet strong ridership growth since launch shows the popularity of the ferry as an alternative to driving. Launching electric ferry service with SFBF will offer increased capacity through a larger, 150-passenger boat, provide zero-emission service for this Equity Priority Community, and support the quality of life for residents of San Francisco's newest neighborhood.

Seamless Bay Area supports a world-class, rider-friendly, well-connected equitable and accessible public transportation system for the San Francisco Bay Area, where transportation and land use are planned together. The project improves an important transit link, complements valuable new housing for a diverse community.

For these reasons we strongly support the the Treasure Island Electric Ferry Pilot.

Sincerely,

Adina Levin
Executive Director
Seamless Bay Area
https://seamlessbayarea.org
650-646-4344