

Memorandum

Date: 07.26.16 **RE:** TIMMA Board
July 26, 2016

To: Treasure Island Mobility Management Agency Board: Commissioners Kim (Chair), Avalos (Vice Chair), Breed, Campos, Farrell, Kim, Mar, Peskin, Tang, Wiener and Yee

From: Tilly Chang – Executive Director 

Subject: **INFORMATION** – Executive Director’s Report

REGIONAL, STATE AND FEDERAL ISSUES

Federal Advanced Transportation Grant Application Submitted – Toll System and Shuttle: Since TIMMA’s most recent meeting in January, we have led or supported a number of advances on funding for the Treasure Island Mobility Management Program (TIMM Program). In June, we supported the San Francisco Municipal Transportation Agency’s application for federal Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) funding. The ATCMTD program’s goals are to showcase innovative ways that cities can apply new technology to address mobility and environmental challenges such as congestion reduction and traffic safety through partnerships with the federal government and private sector. Funds would go towards supporting toll system engineering and installation, a clean-air shuttle, and exploration of autonomous technologies. Awards will be announced this fall.

State Cap and Trade Application Submitted – Intermodal Transit Hub: On June 24, Treasure Island Community Development (TICD) submitted its \$12 million Affordable Housing and Sustainable Communities application to the state’s Strategic Growth Council (SGC) in round two of the grant award process, which is a cap and trade funded program. Treasure Island Development Authority (TIDA) Director Bob Beck and I traveled to Sacramento to brief SGC staff about our application, which focuses on the Intermodal Transit Hub and a new on-off Island vanpool program to support the mainland programming of Treasure Island Homeless Development Initiative’s member organizations. Infrastructure elements include new bus stops and a public plaza to serve transit riders, vehicles for new bus service to Oakland, and new bicycle and pedestrian infrastructure on the Island. TICD should find out whether the SGC awards the grant in September.

Upcoming Grant Opportunities: We are closely tracking a number of other potential upcoming funding sources, such as the regional Transportation Fund for Clean Air (TFCA) administered by the Bay Area Air Quality Management District, and the One Bay Area Grant (OBAG) Program, administered by the Metropolitan Transportation Commission (MTC). MTC is currently working on an update to the guidelines for the second round of the OBAG Program (OBAG 2), which will direct approximately \$800 million in federal transportation funds to regional priorities. The focus is on the San Francisco-Oakland Bay Bridge (“Bay Bridge Forward” program) and on rewards for jurisdictions that produce the most affordable housing units with transportation funding (“Housing Incentives Program”). The TIMM Program may be most competitive for the OBAG 2 County program or the Climate Initiatives Program. The final OBAG 2 program guidelines will be presented to the Programming and Allocations Committee then reviewed for approval by MTC in July, and we anticipate that the call for projects will be released this winter. We anticipate a call for regional TFCA funding to be issued next month. Finally,

we are tracking new state funding for transportation research in the recently adopted state budget. This past spring, I participated in a hearing called by Assembly Transportation Chair Jim Frazier, highlighting research needs and opportunities across San Francisco, including on Treasure Island. We hope to collaborate with UC Berkeley on these projects in the coming year.

LOCAL ISSUES

Plan Bay Area – Treasure Island Again a Top Performer: MTC staff are continuing to refine the draft transportation investment strategy with Congestion Management Agency (CMA) and transit agency staff and will present draft information to committees later this month. We are hopeful that the investment strategy will support Treasure Island given the TIMM Program’s “high” tier performance in the benefit cost analysis. Over the next month, we will evaluate the draft scenario in cooperation with TIDA and other local project sponsors to ensure that Treasure Island’s contributions to greenhouse gas emission reductions and housing, including affordable housing, are appropriately reflected. We will identify any need for continued advocacy in the investment strategy. Both the draft transportation and land use preferred scenarios would be presented to the MTC Committees in September and come back in October for adoption. For more information about Plan Bay Area 2040 and San Francisco’s projects, please contact Amber Crabbe (415-522-4801, amber.crabbe@sfcta.org) or Michelle Beaulieu (415-522-4824, michelle.beaulieu@sfcta.org).

Ferry Service Planning: On August 4, Water Emergency Transportation Authority (WETA) planners will present an update on planning for ferry operations serving Treasure Island to the WETA Board. Both agencies agree in concept that TIMMA and WETA will seek “green” ferry technology for the Treasure Island service, such as a hybrid fuel or a wind-assist powered vessel. We also agree in concept to jointly seek additional funding to support the Island service. Next month, I will be meeting with TIDA, WETA, and the Mayor’s Office regarding alternate ferry technologies, the potential start date of ferry service, capital funding and anticipated operating subsidy, among other variables. In particular, we need to discuss the parameters of initial ferry service relative to the possible construction of the Lucas Museum of Narrative Arts as warranted.

PROJECT DELIVERY

Systems Engineering Update: Since the last meeting of TIMMA in January 2016, we completed the federally-required Concept of Operations, which describes the components of the toll system, how it will operate, and how it will relate to the San Francisco-Oakland Bay Bridge toll system, among others. We completed a Request for Information (RFI) process through which we consulted interested companies specializing in toll systems integration services and obtained input from industry organizations on the toll system design, new innovation, and the procurement and delivery process. We have also initiated discussions with various industry leaders, UC Berkeley, and TIDA, to explore potential research partnerships for new technology such as connected and automated vehicles. We also prepared a draft Systems Engineering Management Plan (SEMP), a step equivalent to conceptual engineering phase of project development. For more information about the engineering of the TIMM Program, please contact Eric Cordoba (415-522-4812, eric.cordoba@sfcta.org).