



# DRAFT MINUTES

## TREASURE ISLAND MOBILITY MANAGEMENT AGENCY COMMITTEE

Tuesday, April 18, 2016

### 1. Roll Call

Chair Kim called the meeting to order at 10:39 a.m. The following members were:

**Present at Roll Call:** Commissioners Kim, Ronen and Tang (3)

### 2. Approve the Minutes of the July 20, 2016 Meeting – ACTION

There was no public comment.

The minutes were approved without objection by the following vote:

Ayes: Commissioners Kim, Ronen and Tang (3)

### 3. Recommend Amending the Adopted Fiscal Year 2016/17 Budget to Increase Revenues and Expenditures by \$783,526 – ACTION

Cynthia Fong, Deputy Director for Finance and Administration, presented the item per the staff memorandum.

Chair Kim asked why the Prop K funding was only being reduced by \$35,123 when the prior year federal revenue carry over and funding increases from the Treasure Island Development Authority (TIDA) and San Francisco Municipal Transportation Agency (SFMTA) were greater than that amount. Ms. Fong replied that the budget was based on local and federal funding contributions, and that the funding sources which had to be used by a certain expiration date were being used first. She said the Prop K appropriations had a longer expiration time and so those funds were being saved for a future fiscal year.

Chair Kim asked for clarification that the Prop K funding would still be allocated to the budget but would not be spent in the current fiscal year, which Ms. Fong confirmed.

Chair Kim asked if the Prop K amount could be reduced further given the sizable increase from TIDA, SFMTA and the carryover from the prior fiscal year. Rachel Hiatt, Principal Transportation Planner, replied that since the TIMMA budget was adopted, scope was added which increased the overall size of the budget. She said this included additional engineering and demand and financial modeling activities.

Chair Kim asked for an explanation of the need for expanding the scope and allocating the additional funds. Ms. Hiatt replied that the need was primarily for the system engineering work. She said the adopted budget anticipated a draft system engineering management plan, which was now in the final stages, and that staff would be starting the request for the proposals for the system integrator. She added that they were also advancing the system conceptual design further than originally anticipated.

Chair Kim asked if this meant more work was being done sooner than expected or if this was work added to the program. Ms. Hiatt replied that it was work that was always anticipated and was able to be done in an earlier timeframe.

There was no public comment.

The item was approved without objection by the following vote:

Ayes: Commissioners Kim, Ronen and Tang (3)

**4. Treasure Island Mobility Management Program Implementation Update – INFORMATION**

Rachel Hiatt, Principal Transportation Planner, presented the item.

Chair Kim noted that Chariot was depicted on the slide regarding supporting services and asked how it was considered a potential solution for Treasure Island. Ms. Hiatt replied that Chariot was meant to be used as a generic on-off island shuttle service provider rather than a particular company. She said that outreach had shown that Treasure Island residents expressed interest in a type of shuttle service to help solve transportation issues. She said that TIMMA partnered with the developer, the Treasure Island Community Development, and TIDA to seek cap and trade funds that would provide a van pool on-off island shuttle which would act as a public-private partnership.

Tilly Chang, Executive Director, commented that the SFMTA was currently considering bringing Chariot into the regulatory program that was already setup for shuttle services. She said the goal for the TIMMA program was to have robust Muni service, and that currently the 25-line was well-used and tended to be crowded even though Muni had increased the service. She said the challenge was that Muni service was separate from the TIMMA program and that the SFMTA was responsible for budgeting for the Treasure Island neighborhood along with every other neighborhood in the city, so the TIMMA program could not just purchase additional Muni service. Director Chang said staff would continue to plan with SFMTA and advocate for additional Muni service to Treasure Island. She noted that this also came up at the July 2015 TIMMA Committee meeting in that there was a tradeoff between meeting a certain frequency of ferry service versus Muni service, and whether the new Treasure Island neighborhood should continue to fund all of its services through the TIMMA program versus seeking supplemental funds from the city's general fund for Muni services.

Chair Kim commented that she would like to further discuss the possibility of a public-private partnership to provide shuttle or van service for on and off the island.

Commissioner Tang said it was great that the program was trying to obtain zero-emission buses, which she was working to do for the city's vehicle fleet. She said there didn't appear to be a product currently on the market and asked if zero-emission buses were now becoming available. Ms. Hiatt replied that AC Transit was beginning to increase the percent of its fleet that was zero-emission, but that they were at the very start of the process so there were challenges with procuring buses. She said more work was needed to develop the specifications so they could order the buses in cycles, and needed to make sure the timing was right so that the manufacturing of the buses was cost-effective.

Commissioner Tang asked if the buses experienced any issues traveling up and down hills, as that was identified as issue with the SFMTA. Ms. Hiatt replied that grade was an issue for AC Transit but that the routes for this service would not involve a grade that was considered

problematic.

Commissioner Tang that she was glad the program was considering zero-emission vehicles and making sure the on and off the island was clean.

There was no public comment.

**Chair Kim called Items 5 and 6 together.**

- 5. Update on the Yerba Buena Island Vista Point Opening for the San Francisco-Oakland Bay Bridge Bicycle and Pedestrian Touchdown – INFORMATION**
- 6. Update on the San Francisco-Oakland Bay Bridge West Span Bicycle and Pedestrian Project – INFORMATION**

Eric Cordoba, Deputy Director for Capital Projects, presented Item 5 and Peter Lee, Principal Program Manager at the Metropolitan Transportation Commission (MTC), presented Item 6.

Chair Kim commented that it was important to visualize this project even though it was still in the very early stages. She asked for confirmation that the expected cost was \$300 million. Mr. Lee replied that the cost would likely be in excess of \$300 million and that MTC was working on a more accurate estimate. He said the metric used was the cost for the suicide barrier on the Golden Gate Bridge, which was estimated at \$150 million. He said when considering the length of the western span it would be at least double that, and that current designs were in the range of \$300-400 million.

Chair Kim commented that the western span bike path would be a great connection from the eastern span's bike path, and would give current and future Treasure Island residents an alternate form of transportation. She said after learning of the cost she would like to see a cost-benefit evaluation done in terms of investing in the bike path versus increased ferry or bus services. She said as much as she was in support of the bike path, the city had to make sure funds would be well spent to providing an alternate travel option other than cars. Mr. Lee said that as MTC went through the environmental process it would look at alternatives that would provide the same level service. He said the task of the initial phase was to come up with a design for the western span so the analysis of the tradeoffs had not been done yet.

Chair Kim said she hoped San Francisco residents would be in support of the bike path but that \$300 million could significantly improve Muni, AC Transit, and ferry services, and wanted to make sure the appropriate transportation investments would be made for the new Treasure Island community. She asked if there were concerns about the wind strength when riding a bike on the bridge and whether that would discourage riders, especially on the north side of the bridge. Mr. Lee said MTC had done some analysis and surprisingly the north side of the bridge was better than the south side in terms of wind, but that both sides had challenges.

Commissioner Ronen commented that she agreed with Chair Kim that the prospect of the bike path was very exciting. She asked if there were any estimates as to the number of potential users based on the eastern span of the bike lane.

Mr. Lee replied that there weren't any estimates but that MTC was currently doing modeling work based on the Golden Gate Bridge. He said the eastern span would not be a good model for the time being because it recently opened and had limited access to Yerba Buena Island. He said if the numbers were close to the Golden Gate Bridge level that would be exceptional.

Commissioner Ronen commented that as the project moved forward and more information

such as the cost-benefit analysis was provided, that would help inform the discussion of tradeoffs.

There was no public comment.

**7. Introduction of New Items – INFORMATION**

There were no new items introduced.

**8. Public Comment**

During public comment, Andrew Yip spoke about wisdom.

**9. Adjournment**

The meeting was adjourned at 11:28 a.m.