



# Memorandum

**Date:** 01.23.18 **RE:** TIMMA Board  
January 23, 2018

**To:** Treasure Island Mobility Management Agency Board: Commissioners Kim (Chair), Yee (Vice Chair), Breed, Cohen, Farrell, Fewer, Peskin, Ronen, Safai, Sheehy and Tang

**From:** Tilly Chang – Executive Director *TTC*

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

## REGIONAL, STATE AND FEDERAL ISSUES

**Funding Update:** Over the recent holiday break, my family and I rode the autonomous shuttle operated by Keolis/Navya in Las Vegas. The vehicle had an operator on board who was able to take over if needed, but the 0.5 mile ride was smooth and vehicle operated well. Sponsored by AAA, the pilot service did not cost the city of Las Vegas anything to operate, though the city did incur some cost to plan and install short-range communications and signage. In the next month or so, we expect to execute an agreement with the SFMTA for our federal Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Grant Award which includes an autonomous vehicle pilot in addition to toll technology. We plan to bring the TIMMA Committee an update on the approach to the autonomous shuttle in March 2018.

**Policy Update:** We have been tracking Federal and state autonomous vehicle legislation with interest and some concern. In late October, SFMTA Director Ed Reiskin and I sent comments to the California DMV in response to proposed state rules and regulations for the deployment of driverless vehicles. We remain concerned about several aspects of the proposed regulation including: training requirements being broadly inclusive of interactions between AVs and pedestrians and bicyclists, the ability of local law enforcement and first responders to have access to crash data, and potential to allow vehicles in testing to offer commercial services. In November, the U.S. House and Senate also developed federal legislation governing development of autonomous vehicles. We are concerned that the Senate AV START Act, as it is drafted now, would preempt state and local governments from legislating or regulating the “design, construction or performance of a highly automated vehicle or automated driving system” when performance could affect things like compliance with local traffic laws. Senator Feinstein and others have raised this issue and proposed amendments to the legislation.

## LOCAL ISSUES

**Transit Pass Alternatives Presented to the Transportation Research Board (TRB):** Earlier this month, we presented the transit pass study at the Transportation Research Board (TRB) 2018 annual conference. In this presentation, we described the transit pass goals and objectives and our alternative analysis method. From this conference, we learned about the exciting efforts of integrating technology with transportation including on-demand ride sharing, and integration of multiple modes such as carshare, bikeshare and transit in one platform. Our efforts to explore options to integrate other modes and services such as toll payment, parking, carshare and bikeshare into a single pass account are aligned with other ongoing studies

in various parts of the world. We are launching an effort to define TIMMA's integration goals, understand the integration process, and determine feasible options for Treasure Island's service offerings.

**Regional Means-Based Transit Fare Program:** The Metropolitan Transportation Commission (MTC) is leading a means-based transit fare study. The goals of this study are to make transit more affordable for the Bay Area's low-income residents; move towards a more consistent regional standard for fare discount policies; and define a transit affordability solution that is financially viable and administratively feasible, and which does not adversely affect the transit system's service levels and performance. To meet these goals, MTC recommended a minimum fare discount rate of 20% for low-income transit riders that will be set by each transit operator in the Bay Area. MTC identified \$8 million from SB1 – STA Population-based funds to cover administrative costs and defray operator revenue loss. The Commission heard an update on the study at its January 10<sup>th</sup> meeting; staff will return with a follow-up informational presentation in February in response to Commissioner comments. MTC seeks adoption of the findings in March 2018.

## **PROJECT DELIVERY**

**Yerba Buena Island (YBI) Infrastructure Projects Update:** We are currently completing all final work on the I-80/Westbound On-Off ramps project and anticipate project closeout by Spring 2018. We plan to bring the TIMMA Committee an update on future YBI infrastructure projects: I-80/Eastbound Off-Ramp /Southgate Road Relocation and YBI West Side Bridges in March 2018.

**Yerba Buena Island Pier E2 Public Access Observation Deck:** As part of Caltrans efforts to complete the new San Francisco Oakland Bay Bridge (SFOBB) eastern span, environmental permits require the removal of all old existing marine piers. In-lieu of demolishing Pier E2 closest to YBI, Caltrans and the Bay Area Toll Authority (BATA) in cooperation with the Treasure Island Development Authority are planning to construct a public access observation deck on top of existing Pier E2 including a pedestrian bridge from the YBI shoreline. Currently Caltrans is proceeding with preliminary engineering and environmental approvals. Construction is anticipated to start in late 2018. We plan to bring the TIMMA Committee project updates at key milestones in the project.