



# AGENDA

## TREASURE ISLAND MOBILITY MANAGEMENT AGENCY Meeting Notice

**Date:** Tuesday, January 24, 2017; 10:30 a.m.

**Location:** Legislative Chamber, Room 250, City Hall

**Commissioners:** Kim (Chair), Breed, Cohen, Farrell, Fewer, Peskin, Ronen, Safai, Sheehy, Tang and Yee

**Clerk: Steve Stamos**

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- 1. Roll Call
- 2. Chair’s Report – **INFORMATION**
- 3. Executive Director’s Report – **INFORMATION**
- 4. Approve the Minutes of the July 26, 2016 Meeting – **ACTION\*** 3
- 5. Election of Chair and Vice Chair for 2017 – **ACTION**
- 6. Introduction of New Items – **INFORMATION**  
 During this segment of the meeting, Board members may make comments on items not specifically listed above, or introduce or request items for future consideration.
- 7. Public Comment
- 8. Adjournment

\* Additional materials

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## TIMMA Board Meeting Agenda

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# DRAFT MINUTES

## TREASURE ISLAND MOBILITY MANAGEMENT AGENCY

Tuesday, July 26, 2016

### 1. Roll Call

Chair Kim called the meeting to order at 10:15 a.m. The following members were:

**Present at Roll Call:** Commissioners Avalos, Campos, Cohen, Kim, Tang and Wiener (6)

**Absent at Roll Call:** Commissioners Yee (entered during Item 2), Breed, Farrell, Mar and Peskin (5)

### 2. Chair's Report – INFORMATION

Chair Kim thanked Commissioner Avalos for serving as Vice Chair of the TIMMA Board and Committee and Commissioner Campos for serving on the TIMMA Committee. She noted there was increasing activity on Treasure Island and Yerba Buena Island due to progress on various transportation infrastructure projects and mobility programs that staff was leading or coordinating. She said she was excited that the Treasure Island transportation program had begun to take shape, and said the neighborhood would have new ferry service, expanded bus service, an on-island shuttle, and car and bike share. She said the TIMMA Committee met the week prior and she was pleased to hear staff responses to the Committee's prior input regarding toll hours of operation and to concerns from the community regarding affordability. She said the recommendations that the Board would consider during Item 8 had been refined to address the toll burden concerns on the island's low-income residents and included additional financial work to expand and diversify the mobility program's funding sources beyond user-fees.

Chair Kim said she was pleased to write a letter of support the month prior for the Treasure Island Community Development's application for state cap and trade funds. She said the grant would fund pedestrian and bicycle infrastructure on the Island and would also support new Alameda-Contra Costa clean-fuel buses. She said most importantly the application demonstrated a commitment to partner with local service-based organizations on Treasure Island and to provide new on-off Island vanpool service to support the needs of the island's most vulnerable residents. She appreciated long-time Treasure Island resident Becky Hogue for her service as a new member of the Transportation Authority's Citizens Advisory Committee, which heard an update on the toll policy recommendations in March. She noted that the Treasure Island Development Authority's (TIDA's) Citizen Advisory Board also heard and unanimously endorsed the recommendations in June. She thanked all of the members of both citizen groups for their service.

During public comment, Jeff Kline noted that he was a 17-year resident of Treasure Island.

He commented that in 2009, only 4 of the 19 TIDA Citizen Advisory Board members were residents of Treasure Island and therefore it was not representative of the Treasure Island community, and added that it should instead be a project area committee. He said that 61% of the households on the island owned or had access to a vehicle and therefore likely drove to and from the island. He noted that he had attended the July 30, 2016 TIMMA Committee meeting and was one of only three Treasure Island residents who commented on the item.

**3. Executive Director's Report – INFORMATION**

Tilly Chang, Executive Director, presented the Executive Director's Report.

Chair Kim asked for the composition of the Treasure Island Development Authority Citizen Advisory Board, to which Director Chang said staff would provide it.

There was no public comment.

**4. Approve the Minutes of the January 26, 2016 Meeting – ACTION**

There was no public comment.

The minutes were approved without objection by the following vote:

Ayes: Commissioners Avalos, Campos, Cohen, Kim, Tang and Yee (7)

Absent: Commissioners Breed, Farrell, Mar and Peskin (4)

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

**5. Approve the Revised Administrative Code – ACTION**

**6. Approve the Revised Rules of Order, and the Revised Fiscal and Travel, Conference, Training and Business Expense Reimbursement Policies – ACTION**

There was no public comment.

The items were approved without objection by the following vote:

Ayes: Commissioners Avalos, Campos, Cohen, Kim, Tang and Yee (7)

Absent: Commissioners Breed, Farrell, Mar and Peskin (4)

**7. Adopt the Proposed Fiscal Year 2016/17 Annual Budget and Work Program – ACTION**

There was no public comment.

The item was approved without objection by the following vote:

Ayes: Commissioners Avalos, Campos, Cohen, Kim, Tang and Yee (7)

Absent: Commissioners Breed, Farrell, Mar and Peskin (4)

**8. Approve the Treasure Island Mobility Management Study Toll Policy Recommendations – ACTION**

During public comment, Jeff Kline displayed Slide 29 from the Item 8 presentation depicting affordability performance. He said that the four public comments made at the July 30, 2015 TIMMA Committee meeting were from residents who were critical of the toll proposal and expressed concerns about affordability and fairness. He said the slide being displayed showed that average transportation spending by low-income residents would double from the toll by

build out in 2030, and noted that the graph on the slide was not included in the mobility study. He said it would be irresponsible to delay the decision on tolling pricing for two years as well as to only study the impact of the toll three years after it becomes operational. He asked the Board to not approve the toll policies and instead requested that existing Treasure Island residents be permanently exempt from the toll. He said that the toll would amount to a large rent increase and noted that over the prior 17 years the net profits from the market rents of residents comprised nearly half of the Treasure Island Development Authority's (TIDA's) current \$80 million budget, and continued to pay for redevelopment of the island, including \$1 million to TIMMA for the current year. Mr. Kline added that the Treasure Island neighborhood was low-income and that the 2013 average adjusted gross income of households was approximately \$32,000. He said it was obvious that other sources of funding were needed to build the transit for the redevelopment but that the funds should not come from low-and middle-income residents.

Chair Kim thanked TIMMA and TIDA staff for their work on the mobility plan and creating a robust transportation program for current and new island residents. She said she was comfortable moving forward with the goals and recommendations and noted that the specifics of the toll had not yet been adopted and would be determined over the next two years, following additional input from residents and continued dialogue.

The item was approved without objection by the following vote:

Ayes: Commissioners Avalos, Campos, Cohen, Kim, Tang and Yee (7)

Absent: Commissioners Breed, Farrell, Mar and Peskin (4)

**Chair Kim called Items 9 and 10 together.**

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

**10. Public Comment**

During public comment, Andrew Yip spoke about enforcement.

Jeff Kline commented that he was opposed to the entire Transportation Demand Management (TDM) program because its approach was based on mistaken economic assumptions and that planners had ignored a shift by island residents from private vehicles to transit over the prior eight years. He said the shift was entirely due to improvements in Muni bus service, and that according to the 2009 transportation plan, 100% of Treasure Island households owned vehicles in 2007, which was compared to the city average of 92%. He said that the TIMMA outreach survey conducted in 2015 found that only 61% of Treasure Island households owned a vehicle and that 49% were car free, and therefore the data proved that residents had already exceeded the ambitious goal of 30% car free households set by TIMMA. He added that the elasticity of demand for access to the San Francisco-Oakland Bay Bridge and parking on Treasure Island was the fundamental and flawed assumption of the TDM program and was counter to economic theory. He said it was more likely that higher prices would not reduce demand significantly, and that demand from high-income households on Treasure Island was unlikely to be elastic since price was not a factor for the wealthy. Mr. Kline said that before the Board launched the TDM program it should know whether it was a cost-effective way to create new transit options for future residents. He said that given the cost and delays of ferry service, he urged TIMMA to look at a transit alternative that reduced congestion, pollution and noise while increasing transit capacity, that being an urban gondola attached to the Bay Bridge. He said he shared background information on such a system with

the TIMMA Committee and staff the year prior, and asked the Board to reconsider the TDM approach.

**11. Adjournment**

The meeting was adjourned at 10:39 a.m.