



Memorandum

Date: 12.12.17

RE: TIMMA Board
December 12, 2017

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 *TYC*

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

REGIONAL, STATE AND FEDERAL ISSUES

Funding Updates: TIDA and TICD are leading conversations with the Mayor's Office of Housing regarding the state Infill Infrastructure Grant (IIG) opportunity, due January 16, 2018. Funded by Proposition (Prop 1C) 1C, the Housing and Emergency Shelter Trust Fund Act of 2006, the primary goal is to fund infrastructure improvements to facilitate new infill housing development. IIG serves to aid in new construction and rehabilitation of infrastructure that supports higher-density affordable and mixed-income housing in locations designated as infill. In addition to housing, a grant award could fund Treasure Island roadway improvements. TIDA will determine a Treasure Island application's relative competitiveness soon; we anticipate a January 2019 application for state Affordable Housing and Sustainable Communities (AHCS) grant funds. In addition, we are working with SFMTA to draft an agreement for our federal Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Grant Award. In late 2016, the Federal Highway Administration (FHWA) awarded the San Francisco Municipal Transportation Agency (SFMTA) and TIMMA, a partner to the grant application, \$10.9 Million in federal ATCMTD funding. The award will fund, among other initiatives, the Treasure Island toll system design and installation (System Integration) and the testing of an autonomous on-Island shuttle. TIMMA will establish a sub-recipient agreement with the SFMTA, who is the lead agency on the grant award.

LOCAL ISSUES

Transit Pass Design: The Treasure Island Disposition and Development Agreement (DDA) requires that market rate households and hotel visitors purchase prepaid transit passes. TIMMA is leading the design of this Treasure Island transit pass, and this fall, we conducted outreach on two alternatives. One, the Treasure Island Access pass, would require households to purchase a pass providing unlimited access on the three transit modes serving Treasure Island. The second, a transit cash option, would require households to add cash value on their Clipper cards to use on any transit mode in the Bay Area. We will evaluate these two options against technical criteria and community feedback and recommend a final pass product in Spring of 2018. In parallel, we are exploring options to integrate other modes and services such as toll payment, parking, carshare and bikeshare into a single pass account. 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.

Fall 2017 Outreach: In fall 2017, Transportation Authority staff conducted community outreach to inform the Treasure Island Affordability Program and Transit Pass. We organized a series of focus groups to gain feedback on the transportation needs of current residents, current businesses, and future residents. We recruited for focus groups using direct mail, in-person outreach at community gathering spots, social media, and email. We received an enthusiastic response from residents on the island, and chose to hold two focus groups for current residents, with facilitation in English, Spanish, Mandarin, Cantonese, and American Sign Language. The turnout exceeded our expectations, with 45 residents attending. This group nearly matched census data for the Island's residents in the categories of race/ethnicity, and household income. In addition, we held a focus group for Treasure Island-based businesses - this group consisted of 12 representatives from local businesses. Transportation Authority staff look forward to continuing this outreach into 2018 as we update and refine the Treasure Island Transportation Plan.

Clipper 2.0 Development and Beyond: MTC is procuring the vendor to develop its next generation of Clipper, the regional fare card system. The new system is expected to launch in 2022, a year after the Treasure Island program. As MTC's work advances on Clipper 2.0, staff will participate on the Clipper staff liaison group and monitor related efforts to advance best practices in payments. These include SPUR's series of workshops with transit agencies, employers, Transportation Management Agencies (TMAs), and Congestion Management Agencies (CMAs) to conceptualize multi-agency fare products. We are also tracking Sfmta and Bay Area Toll Authority (BATA)'s pilot efforts to improve customer payment account management using platforms such as Salesforce.

PROJECT DELIVERY

Water Transit Service Options: Ferry service between Treasure Island and the Ferry Terminal is an integral element of the TIMM Program planned transit improvements. TIMMA staff is working with WETA to evaluate grant program options to fund the purchase of a low emission 250 passenger electric ferry for the Treasure Island service. Financial modeling indicates that initial ferry service operating at 60 minute headways will be financially feasible when approximately 30% of the development buildout has been completed, currently estimated for 2026. The launch of the TIMM Program is scheduled for mid-2021 and TIMMA, TIDA and the developer are evaluating options to advance the initiation of water transit service closer to the program launch date. Lower cost, early service options include service with reduced headways and the use of smaller vessels while the new Treasure Island ferry facility is being constructed. We anticipate bringing a discussion item on this topic to the Board in the Spring of 2018.