



AGENDA

TREASURE ISLAND MOBILITY MANAGEMENT AGENCY Committee Meeting Notice

Date: Tuesday, April 18, 2017; 10:30 a.m.
Location: Committee Room 263, City Hall
Commissioners: Kim (Chair), Ronen (Vice Chair) and Tang

Clerk: Steve Stamos

		Page
1.	Roll Call	
2.	Approve the Minutes of the July 20, 2016 Meeting – ACTION*	3
3.	Recommend Amending the Adopted Fiscal Year 2016/17 Budget to Increase Revenues and Expenditures by \$783,526 – ACTION*	7
	<p>In July 2016, through Resolution 17-02, the TIMMA Board adopted the Fiscal Year (FY) 2016/17 Annual Budget and Work Program. Revenue and expenditure figures pertaining to several capital projects need to be updated from the original estimates contained in the adopted FY 2016/17 budget. TIMMA’s Fiscal Policy allows for the amendment of the adopted budget during the fiscal year to reflect actual revenues and expenditures incurred. We propose that the adopted FY 2016/17 budget be amended to increase revenues and expenditures by \$783,526.</p>	
4.	Treasure Island Mobility Management Program Implementation Update – INFORMATION	
	<p>The Treasure Island Mobility Management (TIMM) Program is scheduled to launch in early 2020, concurrent with the occupancy of the first new homes on Yerba Buena Island. Staff will provide an overview of the major streams of work and milestones necessary to launch the program, and identify the current activities underway this quarter. These current activities include the planning of the new transit and shuttle services, transportation affordability program, the development of the toll system, and outreach.</p>	
5.	Update on the Yerba Buena Island Vista Point Opening for the San Francisco-Oakland Bay Bridge Bicycle and Pedestrian Touchdown – INFORMATION*	11
	<p>Final preparations are underway for the opening of the Yerba Buena Island Vista Point adjacent to the Caltrans East Span San Francisco-Oakland Bay Bridge bicycle and pedestrian touchdown on May 2. Staff will provide an update on the Vista Point project at the meeting.</p>	
6.	Update on the San Francisco-Oakland Bay Bridge West Span Bicycle and Pedestrian Project – INFORMATION	
	<p>Metropolitan Transportation Commission/Bay Area Toll Authority (MTC/BATA) staff will provide an update on the planned West Span bicycle and pedestrian project. MTC/BATA have been evaluating and refining designs in conjunction with Caltrans following an earlier round of outreach at which they presented alternative conceptual designs connecting the bike and pedestrian path from Yerba Buena Island to the San Francisco mainland at various potential touchdown locations.</p>	

7. Introduction of New Items – INFORMATION

During this segment of the meeting, Committee members may make comments on items not specifically listed above, or introduce or request items for future consideration.

8. Public Comment

9. Adjournment

* Additional materials

If a quorum of the TIMMA Board is present, it constitutes a Special Meeting of the TIMMA Board. The Clerk of TIMMA shall make a note of it in the minutes, and discussion shall be limited to items noticed on this agenda.

Please note that the meeting proceedings can be viewed live or on demand after the meeting at www.sfgovtv.org. To know the exact cablecast times for weekend viewing, please call SFGovTV at (415) 554-4188 on Friday when the cablecast times have been determined.

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The nearest accessible BART station is Civic Center (Market/Grove/Hyde Streets). Accessible MUNI Metro lines are the F, J, K, L, M, N, T (exit at Civic Center or Van Ness Stations). MUNI bus lines also serving the area are the 5, 6, 7, 9, 19, 21, 47, and 49. For more information about MUNI accessible services, call (415) 701-4485.

There is accessible parking in the vicinity of City Hall at Civic Center Plaza and adjacent to Davies Hall and the War Memorial Complex. Accessible curbside parking is available on Dr. Carlton B. Goodlett Place and Grove Street.

In order to assist TIMMA's efforts to accommodate persons with severe allergies, environmental illnesses, multiple chemical sensitivity or related disabilities, attendees at all public meetings are reminded that other attendees may be sensitive to various chemical-based products. Please help TIMMA accommodate these individuals.

If any materials related to an item on this agenda have been distributed to the TIMMA Board after distribution of the meeting packet, those materials are available for public inspection at the Transportation Authority at 1455 Market Street, Floor 22, San Francisco, CA 94103, during normal office hours.

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DRAFT MINUTES

TREASURE ISLAND MOBILITY MANAGEMENT AGENCY COMMITTEE

Tuesday, July 20, 2016

1. Roll Call

Chair Kim called the meeting to order at 1:10 p.m. The following members were:

Present at Roll Call: Commissioners Campos and Kim (2)

Absent at Roll Call: Commissioner Avalos (1)

Chair Kim moved to excuse Commissioner Avalos, seconded by Commissioner Campos.

Consent Calendar

2. Approve the Minutes of the July 30, 2015 Meeting – ACTION

3. Recommend Approval of the Revised Administrative Code, 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 Consent Calendar was approved without objection by the following vote:

Ayes: Commissioners Campos and Kim (2)

Absent: Commissioner Avalos (1)

End of Consent Calendar

4. Recommend Adoption of the Proposed Fiscal Year 2016/17 Annual Budget and Work Program – ACTION

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

There was no public comment.

The item was approved without objection by the following vote:

Ayes: Commissioners Campos and Kim (2)

Absent: Commissioner Avalos (1)

5. Recommend Approval of the Treasure Island Mobility Management Study Toll Policy Recommendations – ACTION

Rachel Hiatt, Principal Transportation Planner, presented the item per the staff memorandum.

Commissioner Campos asked how many youths lived on Treasure Island and commuted to school, and what the primary modes of commute were. Ms. Hiatt responded that while there

were 600 households on Treasure Island she did not know the number of youths or their commute patterns but would obtain that information. She added that public outreach showed that many students took the 25-Muni bus to the temporary Transbay Terminal and that transferred to another bus route.

Chair Kim commented that the San Francisco Unified School District provided a yellow school bus for a selection of public elementary schools, but that it was limited to elementary schools and that middle school and high school students had to take the 25-line and transfer.

Commissioner Campos commented that he would also like to know how many students from Treasure Island were enrolled in the Free Muni for Youth Program, to which Ms. Hiatt responded she would find out.

Chair Kim commented that from a policymaking perspective she was excited to pilot a mobility management system and strongly believed that there should be a citywide program as the city grew in density. She expressed concern about isolating one neighborhood, Treasure Island, for the program but that she appreciated that new residents would have an understanding of the costs of transit before they decided to move onto the island, as well as the considerations made for existing residents, in particular low-income households. She noted that she did ask the Transportation Authority to consider a timeframe where there wouldn't be a toll for residents, but that she understood having a toll for everyone during peak hours. Chair Kim said that while she had some concerns about what was being proposed, the agency had been very responsive to resident concerns and would be incorporating a variety of feedback before the toll specifics were finalized. She added that it was excited to reimagine Treasure Island and be able to build what a future urban neighborhood should look like.

Tilly Chang, Executive Director, thanked the Committee and partner agencies for their guidance and support, and for being responsive to community input. She said the agency was committed to diversifying funding sources for operations and to finding solutions for non-toll timeframes. She said the project had received local and regional support and was a top performer for two rounds of Plan Bay Area work, and hoped it would continue to receive support at the Metropolitan Transportation Commission and Association of Bay Area Governments, in addition to the potential funding programs the project would apply for. She added that it was a model project in terms of sustainability, in particular social and environmental, and hoped it would receive support from the state moving forward.

There was no public comment.

The item was approved without objection by the following vote:

Ayes: Commissioners Campos and Kim (2)

Absent: Commissioner Avalos (1)

6. **Update on the I-80/Yerba Buena Island East Side Ramps Project – INFORMATION**

Dale Dennis, Consultant for the Transportation Authority, presented the item.

Chair Kim commented that it was exciting that the project was on time and on budget, and that the bike path and rest stop would be a good addition to the island and for those cycling from the San Francisco-Oakland Bay Bridge.

Commissioner Campos asked staff to keep his office apprised of funding at the Metropolitan Transportation Commission and Bay Area Toll Authority, and said that he would be happy to

support the project on those legislative bodies.

There was no public comment.

7. Introduction of New Items – INFORMATION

There was no public comment.

8. Public Comment

During public comment, Andrew Yip spoke about humanity and justice.

9. Adjournment

The meeting was adjourned at 1:50 p.m.

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Memorandum

Date: 04.13.17 **RE:** TIMMA Committee
April 18, 2017

To: TIMMA Committee: Commissioners Kim (Chair), Ronen (Vice Chair) and Tang

From: Cynthia Fong – Deputy Director for Finance and Administration *CF*

Through: Tilly Chang – Executive Director *TC*

Subject: **ACTION** – Recommend Amending the Adopted Fiscal Year 2016/17 Budget to Increase Revenues and Expenditures by \$783,526

Summary

In July 2016, through Resolution 17-02, the TIMMA Board adopted the Fiscal Year (FY) 2016/17 Annual Budget and Work Program. Revenue and expenditure figures pertaining to several project components need to be updated from the original estimates contained in the adopted FY 2016/17 budget. TIMMA's Fiscal Policy allows for the amendment of the adopted budget during the fiscal year to reflect actual revenues and expenditures incurred. We propose that the adopted FY 2016/17 budget be amended to increase revenues and expenditures by \$783,526.

BACKGROUND

In July 2016, through approval of Resolution 17-02, the Treasure Island Mobility Management Agency (TIMMA) Board adopted the Fiscal Year (FY) 2016/17 Annual Budget and Work Program. TIMMA's Fiscal Policy allows for the amendment of the adopted budget during the fiscal year to reflect actual revenues and expenditures incurred. Every April we present the Board with any adjustments to the annual budget adopted the previous year. The budget revision is an opportunity to take stock of changes in revenue, recognize grants or other funds that are obtained subsequent to the original budget approval, and adjust for unforeseen expenditures. Also at that time, revenue projections and expenditure line items are revised to reflect new information or requirements identified in the months elapsed since the adoption of the annual budget. The revisions typically take place after completion of the annual fiscal audit, which certifies actual expenditures and carryover revenues.

DISCUSSION

The purpose of this memorandum is to present TIMMA's proposed Fiscal Year (FY) 2016/17 budget revisions and to seek approval for the adoption of an amended budget. The budget revision reflects an increase of \$783,526 in revenues and expenditures. These revisions include carryover revenues and expenditures of \$243,649 from the prior period. TIMMA's FY 2016/17 budget revisions are included in the Transportation Authority's FY 2016/17 proposed budget amendment, which is scheduled to be adopted by the Transportation Authority Board on April 25, 2017.

The TIMMA work program continues to advance the Treasure Island Transportation Implementation Plan (TITIP), which provides a vision and strategies for a sustainable transportation system for Treasure Island. The vision is to be achieved through new and expanded transit, shuttle, and bicycle services, to be

funded by a congestion toll, parking charges, and transit pass purchases. Efforts this year focus on advancing operational agreements for the first five years of program operation, and advancing both program-wide planning and systems engineering in response to the development program schedule for Treasure Island. This effort will require integration of policies with the San Francisco Municipal Transportation Agency (SFMTA) and the Bay Area Tolling Authority (BATA) and coordination of project scope, schedule and implementation with a number of local partners.

Revenues: Original estimated contributions from the Treasure Island Development Authority (TIDA) need to be updated to reflect the additional \$500,000 commitment from TIDA. The TIDA funds provide support for administrative, operating, planning and engineering functions including: developing agency policies and partnership agreements; project management; planning; engineering, including systems engineering, civil engineering, and environmental analyses; and direct costs. The budget includes ongoing staffing and professional/technical service contracts required to conduct pre-implementation engineering, planning, and administration. The increased funding from TIDA will allow us to perform additional travel demand model scenarios, enhance the existing cash flow model based on the results of the model scenarios, and develop toll system design requirements and business rules as part of the Final Systems Engineering Management Plan.

In addition, the SFMTA is providing \$75,000 to complete a Parking Management Plan for the redevelopment of Treasure Island and Yerba Buena Island, and to develop cost and revenue estimates for the parking component of the TITIP. Prop K funds appropriated through Resolution 15-13 will decrease by \$35,123 and will defer to next fiscal year. Furthermore, budgeted revenues from anticipated federal reimbursements from the prior fiscal year were lower than projected by a total amount of \$243,649 and have deferred to the current fiscal year. This is due to a new revenue recognition policy adopted by the Transportation Authority and the City and County of San Francisco on June 30, 2016 which changed the measurement focus and basis of accounting period from 90 to 60 days (i.e. any revenues collected 60 days after June 30, 2016 for FY 2015/16 services were now considered as revenue for FY 2016/17). There is no issue with the availability of these revenues, only the fiscal year when these revenues are accounted for. This amendment increases total revenues by \$783,526. The TIMMA program revenue for FY 2016/17 covers the full costs of all Transportation Authority activities in support of TIMMA.

Revenues	Adopted Budget FY 2016/17	Increase (Decrease) From Prior Year	Proposed Amended Budget FY 2016/17
TIDA	\$1,000,000	\$500,000	\$1,500,000
SFMTA	\$0	\$75,000	\$75,000
Prop K	\$81,191	(\$35,123)	\$46,068
Prior Year Federal Revenue Carryover	\$0	\$243,649	\$243,649
Total Revenues	\$1,081,191	\$783,526	\$1,864,717

Expenditures: Corresponding technical professional services expenditures will increase by \$311,102, non-personnel expenditures will increase by \$80,902, personnel expenditures will increase by \$229,064, and prior year carryover expenditures will increase by \$243,649 for a total increase of \$783,526 in expenditures

for FY 2016/17 activity. Technical professional services include planning, engineering, design, communications, and environmental services. Included are technical services contracts already awarded: for the Treasure Island System Manager; on-call demand model development and application; on-call transportation planning; and project management support. Additional technical services contracts anticipated in this line item include strategic communications, legal services, and outreach services.

The increase in technical professional services expenditures corresponds primarily to increased scope of work to develop the draft and final toll system design requirements and business rules. In addition, the scope of work for these services increases to: perform additional financial model forecasting, and to conduct initial tasks in the development of the transportation affordability and travel demand management programs. Personnel and non-personnel costs increase to provide direct travel demand model forecasting services as well as to manage and oversee with added technical professional services.

As stated in TIMMA's Administrative Code (Ordinance 17-01), the Transportation Authority shall lend staff to TIMMA as appropriate, subject to reimbursement by TIMMA for salary and related benefits and other costs allocable to services performed for TIMMA by Transportation Authority staff. Personnel costs encompass technical staffing across each of the six divisions of the Transportation Authority. Non-personnel costs include typical operating expenditures for telecommunications, postage, materials and office supplies, printing and reproduction equipment and services, and other administrative support requirements for all TIMMA activities, along with all administrative support contracts, whether for City-supplied services, such as the Department of Technology cablecast services, or for competitively procured services (such as auditing, outside computer system support, etc.). Also included are funds for Commissioner meeting fees, which are reduced from four to three meetings in the proposed FY 2016/17 budget amendment.

Expenditures	Adopted Budget FY 2016/17	Increase (Decrease) From Prior Year	Proposed Amended Budget FY 2016/17
Technical Professional Services	\$737,000	\$311,102	\$1,048,102
<u>Personnel Expenditures</u>			
Salaries	\$205,830	\$100,554	\$306,384
Fringe Benefits	\$96,861	\$47,319	\$144,180
<u>Non-Personnel Expenditures</u>			
Administrative Operations	\$35,900	\$82,302	\$118,202
Commissioner-Related Expenses	\$5,600	(\$1,400)	\$4,200
Prior Year Expenditure Carryover	\$0	\$243,649	\$243,649
Total Expenditures	\$1,081,191	\$783,526	\$1,864,717

ALTERNATIVES

1. Recommend amending the adopted FY 2016/17 budget to increase revenues and expenditures by \$783,526, as requested.
2. Recommend amending the adopted FY 2016/17 budget to increase revenues and expenditures by \$783,526, with modifications.

3. Defer action, pending additional information or further staff analysis.

FINANCIAL IMPACTS

As described above.

RECOMMENDATION

Recommend amending the adopted FY 2016/17 budget to increase revenues and expenditures by \$783,526.

Yerba Buena Island Bicycle/Pedestrian Vista Point

TIMMA Committee
Agenda Item 5



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

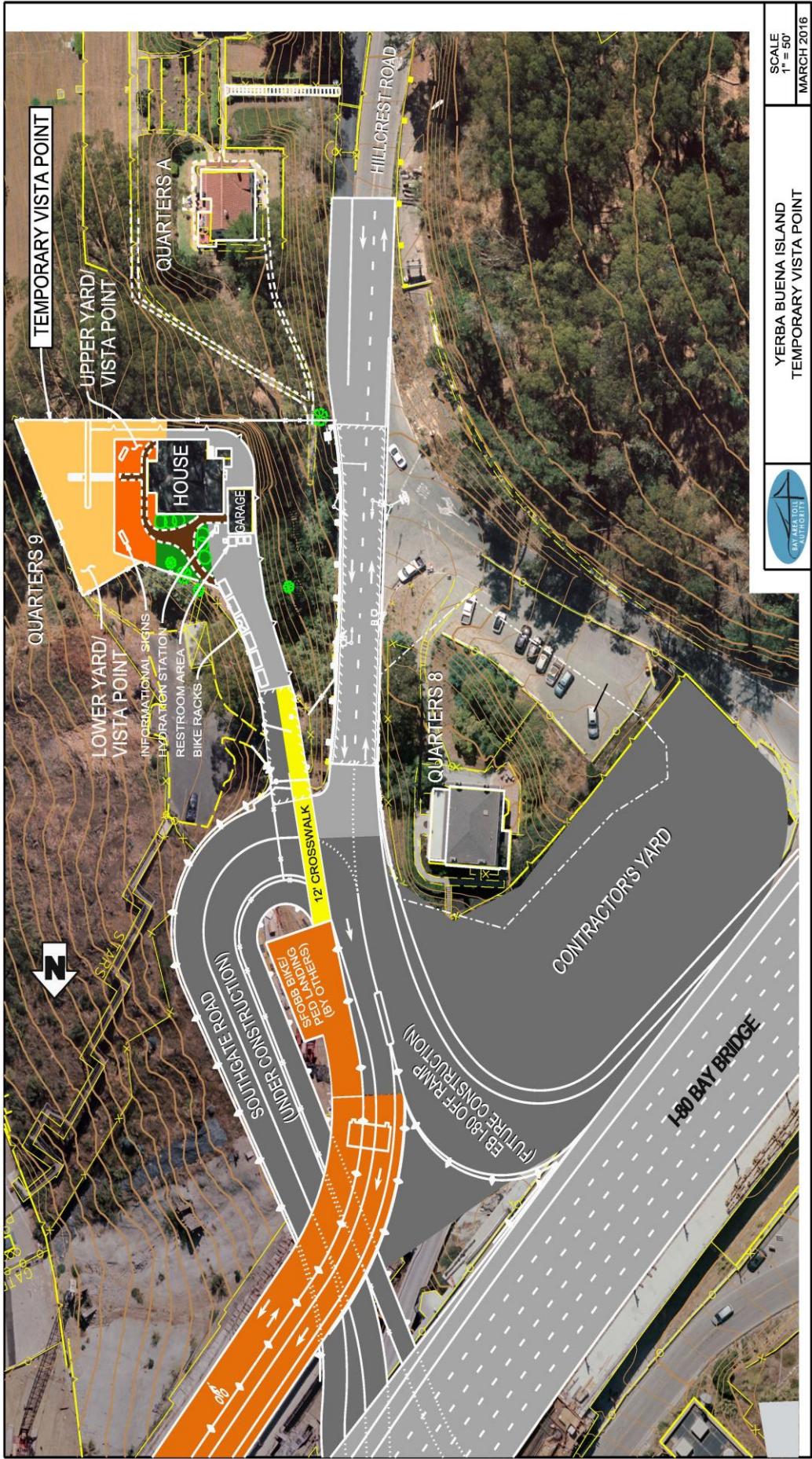
April 18, 2017

Background of Bike/Ped Access to YBI

- ❑ **SFOBB Bike/Ped Path opened to YBI Landing on October 23, 2016**
- ❑ **Limited traffic calming elements installed on Hillcrest Road**
- ❑ **Caltrans has extended the Bike/Ped Path hours on weekends**
- ❑ **Caltrans plans to open Bike/Ped Path weekdays**



YBI Vista Point



YERBA BUENA ISLAND
TEMPORARY VISTA POINT



SCALE
1" = 50'
MARCH 2016

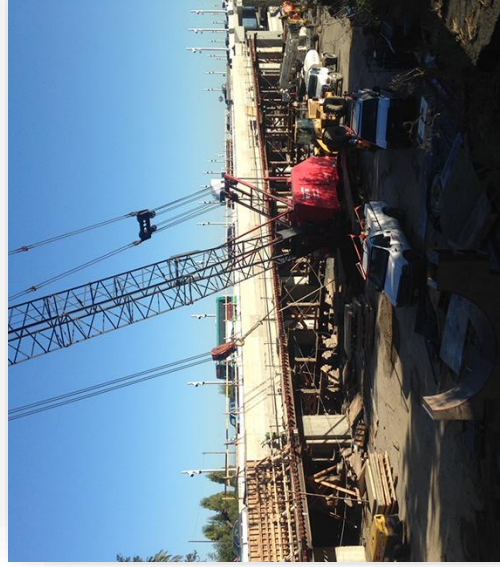


YBI Vista Point

- ❑ Constructed as part of YBI Ramps project**
- ❑ \$2M funded – BATA/Federal/State**
- ❑ Temporary facility while YBI/TI undergo major construction**
- ❑ Scheduled to Open May 2, 2017**
- ❑ Features bike racks, hydration station, benches, restrooms**
- ❑ Open the same hours as the SFOBB Bike/Ped Path**

YBI/TI Bicyclist/Pedestrian Access

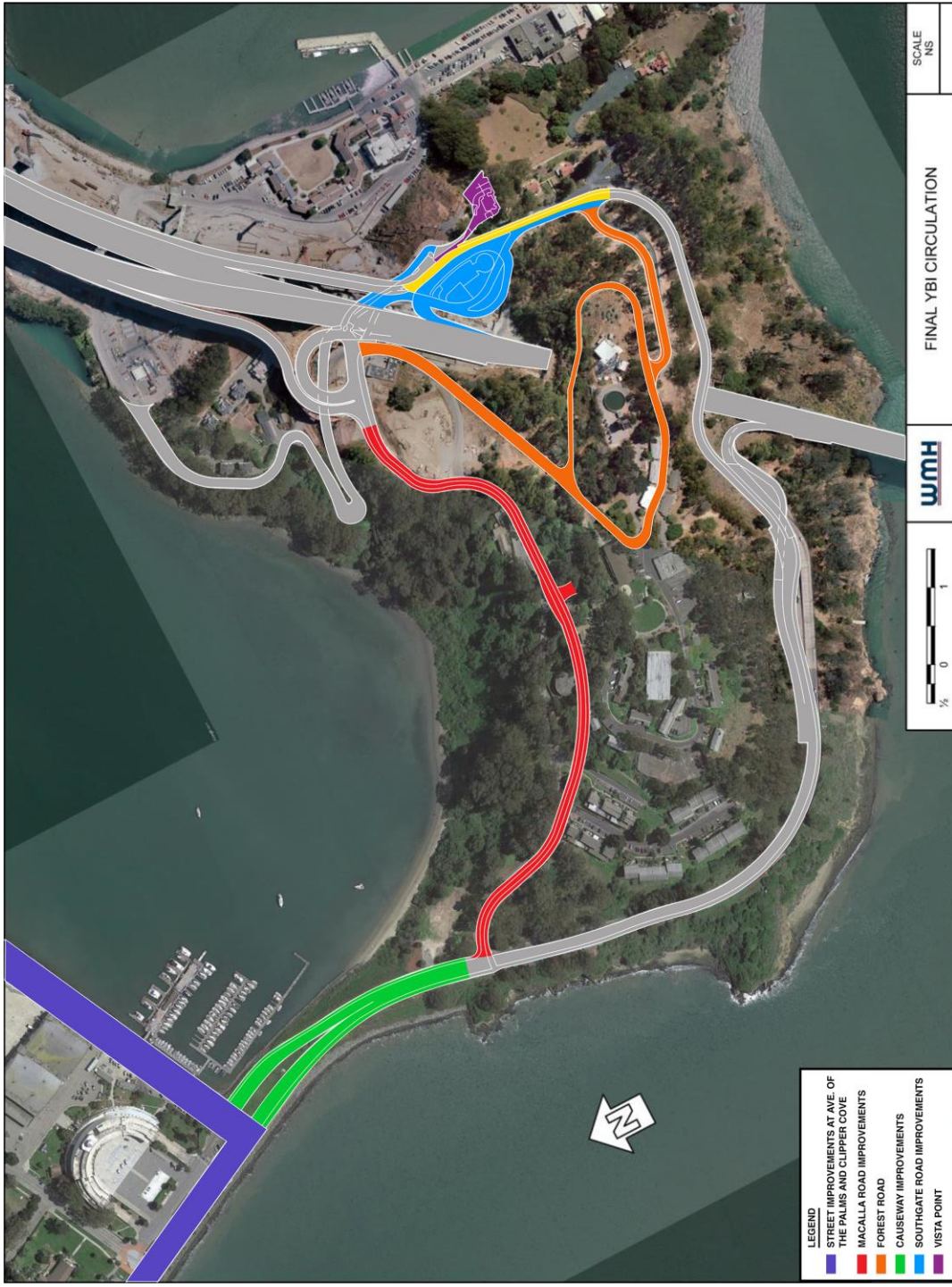
- ❑ Major roadway construction on YBI/TI planned thru 2020
- ❑ Heavy truck traffic
- ❑ Road closures and detours ongoing
- ❑ No pedestrian facilities beyond Vista Point



Construction Projects: Q2 '17 - Q3 '19



- CURRENT and FUTURE CONDITIONS**
- Vista Point Under Construction**
- Forest Road Detour**
- Causeway - West Side**
- Southgate Road**
- Causeway - East Side**
- Ave. of Palms/Clipper Cove Improvements**



LEGEND

- STREET IMPROVEMENTS AT AVE. OF THE PALMS AND CLIPPER COVE
- MACALLA ROAD IMPROVEMENTS
- FOREST ROAD
- CAUSEWAY IMPROVEMENTS
- SOUTHGATE ROAD IMPROVEMENTS
- VISTA POINT

wmh

FINAL YBI CIRCULATION

SCALE
NS

Construction Project: Q3 '19 - Q4 '20



□ FUTURE CONSTRUCTION

▲ Westside Bridges
▲ Completed bike/ped facility on Macalla Road



Questions?



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY