



DRAFT MINUTES

TREASURE ISLAND MOBILITY MANAGEMENT AGENCY COMMITTEE

Tuesday, May 16, 2017

1. Roll Call

Chair Kim called the meeting to order at 10:36 a.m. The following members were:

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

Absent at Roll Call: Commissioner Ronen (entered during Item 4) (1)

Consent Agenda

2. Approve the Minutes of the April 18, 2017 Meeting – ACTION

3. Recommend Approval of the Revised Administrative Code, Rules of Order, Fiscal and Travel, Conference, Training and Business Expense Reimbursement Policies – ACTION

There was no public comment.

The Consent Agenda was approved without objection by the following vote:

Ayes: Commissioners Kim and Tang (2)

Absent: Commissioner Ronen (1)

End of Consent Agenda

4. Recommend Approval of a Memorandum of Understanding with the Alameda-Contra Costa Transit District – ACTION

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

Chair Kim asked about the 18-month timeframe for receiving the buses and whether that was the time it took to manufacture them, to which Ms. Hiatt replied in the affirmative.

Chair Kim expressed concern over the \$4.20 cost of the transbay route from San Francisco to Oakland. Ms. Hiatt replied that the Memorandum of Understanding (MOU) stated that Alameda-Contra Costa Transit District (AC Transit) did have the legal authority to adopt the fare, but that the MOU also noted the unique partnership between the agencies and the expectation that TIMMA and AC Transit would come to a concurrence on a fare policy before it would be adopted by the AC Transit Board. She added that TIMMA would likely be proposing some deviations from the standard transbay fare cost as AC Transit did not currently provide a Lifeline fare equivalent. She said that as part of the affordability program being designed for TIMMA, the program would likely include fare subsidies for residents of below market-rate units.

Chair Kim commented that \$4.20 per ride would equate to \$8.40 per day which was a

significant transit fee for low-income residents. She said it was good that TIMMA would be able to subsidize some of the cost for low-income residents but that TIMMA should negotiate with AC Transit and request a reduction for Treasure Island residents as their route would not cover the entire length of the transbay route. She said that AC Transit should look into a Lifeline fare and asked if it had a monthly pass. Mike Eshleman, Service Planning Manager at AC Transit, replied that AC Transit did have a monthly pass for \$151, which was a premium service for transbay customers. He said AC Transit was looking into a Lifeline equivalent should funding be available. He added that AC Transit currently had the same fare for all of its transbay lines which included three different bridges, but that it was undergoing a process called Transbay Tomorrow which was comparing all of the transbay services and could result in different fare structures depending on route lengths.

Chair Kim asked if the monthly pass was a popular program given its competition with BART. Mr. Eshleman replied that they were doing a survey of users of the program to find out. He noted that they also had a class pass where monthly passes could be purchased in bulk by employers or other groups to help reduce the cost.

Chair Kim asked if TIMMA and AC Transit would try to include a limited AC Transit monthly pass for trips to and from Treasure Island, similar to what Muni and BART had. Ms. Hiatt replied that it was something the agencies were looking into. She said that while residents of market-rate units on Treasure Island would be asked to purchase a monthly transit pass as part of their homeowner dues or leases, it would not be a requirement for residents of below market-rate units. She said the transit pass was intended as an incentive for residents to take transit, but that the incentive still needed to be defined as a unique benefit for Treasure Island, similar to the arrangement San Francisco State University had with BART. She added that some ideas for the transit pass would likely be presented at the next Committee meeting.

Chair Kim asked if the service from Treasure Island would go directly to two stops in downtown Oakland that linked with BART, to which Ms. Hiatt replied in the affirmative.

There was no public comment.

Chair Kim moved to amend the item to modify the language in Section 7.4.3 regarding fares in the MOU to strike the first sentence in the section, seconded by Commissioner Tang.

The amendment to the item was approved without objection by the following vote:

Ayes: Commissioners Kim, Ronen and Tang (3)

The amended item was approved without objection by the following vote:

Ayes: Commissioners Kim, Ronen and Tang (3)

5. Recommend Adoption of the Proposed Fiscal Year 2017/18 Annual Budget and Work Program – ACTION

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

There was no public comment.

The item was approved without objection by the following vote:

Ayes: Commissioners Kim, Ronen and Tang (3)

6. Update on the Alameda-Contra Costa Transit District Zero-Emission Vehicle Fleet Planning – INFORMATION

Mike Eshleman, Service Planning Manager at AC Transit, presented the item.

Chair Kim asked if AC Transit had the largest hydrogen fuel cell fleet in the country, and what other fleets used battery electric buses. Mr. Eshleman replied that it was possibly the largest, but that Foothill Transit near Los Angeles was the first in California and noted that most of the fleets were smaller agencies.

Chair Kim asked if Muni had any hydrogen fuel cell buses. Mr. Eshleman replied that Muni largely had electric buses.

Commissioner Tang said she was glad to see AC Transit playing a leadership role in Zero-Emission Vehicles and asked if the vehicles presented any operational challenges. She noted that AC Transit buses likely did not have to navigate as many hills as Muni buses did. Mr. Eshleman replied that the buses were heavier and that going up hills did drain the battery at a faster rate than trolley buses, which relied on the power grid. He added that when AC Transit received the new buses they would be testing them on a wide variety of routes.

There was no public comment.

Other Items

Chair Kim called Items 7 and 8 together.

7. Introduction of New Items – INFORMATION

8. Public Comment

There were no new items introduced.

During public comment, Andrew Yip spoke about obligations of society.

9. Adjournment

The meeting was adjourned at 11:09 a.m.