



# AGENDA

<b>TREASURE ISLAND MOBILITY MANAGEMENT AGENCY</b> <b>Committee Meeting Notice</b>
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**Date:** Tuesday, April 3, 2018; 10:30 a.m.

**Location:** Committee Room 263, City Hall

**Commissioners:** Kim (Chair), Yee (Vice Chair) and Ronen

**Clerk:** Alberto Quintanilla

**Page**

**1. Roll Call**

**Consent Agenda**

- |    |  |   |
|----|--|---|
| 2. | Approve the Minutes of the October 24, 2017 Meeting – <b>ACTION*</b>   | 3 |
| 3. | Internal Accounting and Investment Report for the Three Months Ending December 31, 2017 – <b>INFORMATION *</b> | 7 |

**End of Consent Agenda**

- |    |   |    |
|----|---|----|
| 4. | Recommend Amending the Adopted Fiscal Year 2017/18 Budget – <b>ACTION*</b>  | 13 |
| 5. | Update on the Transit Pass Design – <b>INFORMATION*</b>   | 17 |
| 6. | Introduction of New Items – <b>INFORMATION</b>  |    |
|    | 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. |    |
| 7. | Public Comment  |    |
| 8. | Adjournment   |    |

**\*Additional Materials**

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

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## TIMMA Committee Meeting Agenda

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# DRAFT MINUTES

## TREASURE ISLAND MOBILITY MANAGEMENT AGENCY COMMITTEE

Tuesday, October 24, 2017

### 1. Roll Call

Chair Kim called the meeting to order at 11:01 a.m.

**Present at Roll Call:** Commissioners Kim, Peskin, and Ronen (3)

### Consent Agenda

#### 2. Approve the Minutes of the May 16, 2017 Meeting – ACTION

#### 3. Internal Accounting and Investment Report for the Three Months Ended September 30, 2017 – INFORMATION

There was no public comment.

Commissioner Ronen moved to approve the Consent Agenda, seconded by Commissioner Peskin.

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

Ayes: Commissioners Kim, Peskin and Ronen (3)

### End of Consent Agenda

#### 4. Recommend Award of Three-Year Professional Services Contracts, with an Option to Extend for Two Additional One-Year Periods, to WSP USA, Inc. and Resource Systems Group, Inc. in a Combined Amount Not to Exceed \$200,000 for On-Call Modeling Services – ACTION

Dan Tischler, Senior Transportation Planner, presented the item per the staff memorandum.

There was no public comment.

Commissioner Peskin moved to approve the item, seconded by Commissioner Ronen.

The item was approved without objection by the following vote:

Ayes: Commissioners Kim, Peskin and Ronen (3)

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

#### 5. Update on the Schedule and Funding for the Treasure Island Mobility Management Program – INFORMATION

Eric Cordoba, Deputy Director for Capital Projects, presented the item per the staff presentation.

Chair Kim requested to see proposed routes for the intra-island shuttle at a future meeting, as she wanted to get a sense of how the routes were being developed and who was providing input.

Mr. Cordoba said that an update on the shuttle routes would be provided once available.

Chair Kim noted that with the potential Regional Measure 3 toll increase there had been discussions about whether a toll on Treasure Island would disproportionately impact vehicles that were traveling from the East Bay. She asked what the status of those discussions were.

Mr. Cordoba said that they were currently considering the revised development schedule and rerunning the traffic and tolling models. He added that discussions with the Bay Area Toll Authority (BATA) were about to begin to determine their share of the tolling. He noted that BATA had the right to toll on and off the San Francisco-Oakland Bay Bridge, but recognized that vehicles traveling from the East Bay already incurred a \$5-6 toll, and that they were looking at ways to prevent adding an additional toll.

## 6. Update on the Transit Pass Design – INFORMATION

Priyoti Ahmed, Transportation Planner, presented the item per the staff presentation.

Chair Kim asked about Parkmerced's funding and whether the Parkmerced transit pass was an annual or monthly pass. She asked why Uber was being included in the Parkmerced transit pass, when all the other passes had only transit operators.

Ms. Ahmed said that the Parkmerced transit pass was a monthly pass where residents could opt-in to receive a \$100 cash value to purchase a Muni Fast Pass or Uber rides.

Director Chang said that because Parkmerced was a rental property, the developer was committed to provide 100% subsidized transit benefits to residents. Director Chang added that the pass was designed by Parkmerced, but Transportation Authority staff would follow-up with Parkmerced, regarding transit pass benefits.

Chair Kim asked what other transit passes were available for residents.

Ms. Ahmed commented that Muni Fast Pass, Muni and Bart Pass and Muni Lifeline were available transit passes.

Chair Kim asked if community groups in Treasure Island, including Treasure Island Housing Partners and the Treasure Island Homeless Development Initiative, were part of the Spring 2017 community outreach.

Ms. Ahmed confirmed and stated that the mentioned groups were part of TIMMA's community outreach efforts.

Chair Kim noted that the Treasure Island Transportation Improvement Plan's transit pass would be the same cost as the Muni Fast Pass, \$75, and asked if AC Transit would be included in the Treasure Island Access pass.

Ms. Ahmed confirmed that AC Transit would be included under the Access pass alternative.

Chair Kim commented that technology was changing rapidly and asked how the transit pass team would ensure that transit passes were implemented with future technology.

Ms. Ahmed stated that the transit pass team was coordinating with Clipper and the Metropolitan Transportation Commission (MTC) to ensure sure that the recommended transit pass incorporated any new technology that was planned in the future.

Chair Kim asked if the pass would also include bikeshare.

Ms. Ahmed stated that currently the pass only included transit, but the transit pass team would consider including bikeshare into the pass.

There was no public comment on Items 5 or 6.

**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 the need for political leadership during humanitarian crises.

**9. Adjournment**

The meeting was adjourned at 11:34 a.m.

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# Memorandum

**Date:** March 26, 2018  
**To:** Treasure Island Mobility Management Agency Board  
**From:** Cynthia Fong – Deputy Director for Finance and Administration  
**Subject:** 4/3/18 TIMMA Committee Meeting: Internal Accounting Report for the Six Months Ending December 31, 2017

<p><b>RECOMMENDATION</b>    <input checked="" type="checkbox"/> <b>Information</b>    <input type="checkbox"/> <b>Action</b></p> <p>None. This is an information item.</p> <p><b>SUMMARY</b></p> <p>The Treasure Island Mobility Management Agency’s (TIMMA) Fiscal Policy directs staff to give a quarterly report of expenditures including a comparison to the approved budget.</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input checked="" type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other:</p> <hr/>
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### Background.

The Treasure Island Mobility Management Agency’s (TIMMA) Fiscal Policy (Resolution 17-01) establishes an annual audit requirement, and also directs staff to report to the TIMMA Committee, on at least a quarterly basis, TIMMA’s actual expenditures in comparison to the approved budget.

### Internal Accounting Report.

Using the format of TIMMA’s annual financial statements for governmental funds, the Internal Accounting Report includes a Balance Sheet (Attachment 1) and a Statement of Revenues, Expenditures, and Changes in Fund Balances, with Budget Comparison (Attachment 2). In Attachment 2, the last two columns show, respectively, the budget values, and the variance of revenues and expenditures as compared to the approved budget. For the six months ending December 31, 2017, the numbers in the approved budget column are one-half of the total approved annual budget for Fiscal Year (FY) 2017/18. The Internal Accounting Report does not include the Governmental Accounting Standards Board Statement Number 34 adjustments, or the other accruals, that are done at year-end. The statements as of December 31, 2017 are used as the basis for understanding financial status for TIMMA at the quarter-ended December 31, 2017.

**Balance Sheet Analysis.**

The Balance Sheet (Attachment 1) presents assets, liabilities, and fund balances as of December 31, 2017. Total assets of \$551,667 are related to program receivable from regional and local grants. Total liability \$551,667 included \$18,089 of payable to consultants for services provided and \$533,578 of payable to the Transportation Authority for costs incurred and paid for TIMMA. TIMMA will reimburse the Transportation Authority with grant payments received.

**Statement of Revenues, Expenditures, and Changes in Fund Balance Analysis.**

The Statement of Revenues, Expenditures, and Changes in Fund Balances with Budget Comparison (Attachment 2) compares budget to actual levels for revenues and expenditures for the first six months of the fiscal year. TIMMA earned \$582,145 of revenues from the Treasure Island Development Authority and the San Francisco Municipal Transportation Agency (SFMTA) in the first two quarters. As of December 31, 2017, TIMMA incurred \$463,266 of expenditures. Activities performed during this period include revising the overall project work program and cost to launch based on the revised development schedule; preparing a grant agreement with the SFMTA for federal Advanced Transportation and Congestion Management Technologies Deployment grant funds; submitting a Letter of Interest to the Bay Area Air Quality Management District for Pilot Trip Reduction grant funds; preparing a financial analysis of the impact of new Program launch date and slower pace of development buildout; analyzing the travel demand and financial effects of alternative water transit service delivery methods; analyzing the financial effects of the proposed Bay Area Toll Authority toll policies, completing an alternatives analysis of a range of Transit Pass designs; drafting a revenue allocation approach to Transit Pass revenues; preparing draft Travel Demand Management and Transportation Affordability Programs strategies, drafting a scope, budget, and schedule for the Automated Shuttle Pilot; participating on the Federal Highway Administration's Low Speed Automated Shuttle Working Group; executing contracts, coordinating civil infrastructure, power and communications needs for toll system, and between the toll System Manager and the civil design teams reviewing plans for the Yerba Buena Island Ramps Southgate Realignment Project and the Yerba Buena Island Westside Bridges project; refining cost estimates for the toll system integration and the civil elements of the toll system; preparation of environmental documents for the toll system; drafting an outreach plan; participating on the One Treasure Island Resident Membership Card working group; and responding to public inquiries. Expenditures included \$236,438 in technical professional services, and \$223,448 for personnel and non-personnel expenditures.

For the six months ending December 31, 2017, the variance of \$1.2 million in program revenue and technical professional services are mainly due the change in the overall development project schedule, which has extended the schedule for the toll system integration. The program launch date has been revised to July 2021 due to the slower pace of the development buildout; and the toll system integration work will therefore not begin until FY 2018/19. The budget amendment, presented as a separate item, reflects a reduced budget need for this year and a shift of anticipated toll system integration and civil design costs into FY 2018/19. Commitments of future revenues are tracked through the grant administration process, and there is no issue with the availability of future revenues to honor them.

**FINANCIAL IMPACT**

None. This is an information item.



Agenda Item 3

**CAC POSITION**

None. This is an information item.

**SUPPLEMENTAL MATERIALS**

Attachment 1 – Balance Sheet (unaudited)

Attachment 2 – Statement of Revenue, Expenditures, and Changes in Fund Balance with Budget Comparison (unaudited)

**TREASURE ISLAND MOBILITY MANAGEMENT AGENCY**  
**ATTACHMENT 1**  
 Balance Sheet (unaudited)  
 Governmental Funds  
 December 31, 2017



	General Fund
<b>Assets:</b>	
Program Receivable	\$ 551,667
<b>Total Assets</b>	<b>\$ 551,667</b>
<b>Liabilities:</b>	
Accounts Payable	\$ 18,089
Due to Transportation Authority	533,578
<b>Total Liabilities</b>	<b>\$ 551,667</b>
<b>Deferred Inflows of Resources:</b>	
Unavailable Program Revenues	\$ -
<b>Fund Balances (Deficit):</b>	
<b>Total Fund Balances (Deficit)</b>	<b>\$ -</b>
<b>Total Liabilities, Deferred Inflows of Resources, and Fund Balances</b>	<b>\$ 551,667</b>



**TREASURE ISLAND MOBILITY MANAGEMENT AGENCY**

ATTACHMENT 2

Statement of Revenue, Expenditures, and Changes in Fund Balances with Budget Comparison (unaudited)

For the Six Months Ending December 31, 2017

	General Fund	Adopted Budget Fiscal Year 2017/18	Variance with Proposed Budget Positive (Negative)
<b>Revenues:</b>			
Program Revenue	\$ 582,145	\$ 1,830,268	\$ (1,248,123)
<b>Total Revenues</b>	<u>\$ 582,145</u>	<u>\$ 1,830,268</u>	<u>\$ (1,248,123)</u>
<b>Expenditures:</b>			
Personnel Expenditures	\$ 223,448	\$ 499,993	\$ 276,545
Non-personnel Expenditures	3,380	20,500	17,120
Technical Professional Services	236,438	1,309,775	1,073,337
<b>Total Expenditures</b>	<u>\$ 463,266</u>	<u>\$ 1,830,268</u>	<u>\$ 1,367,002</u>
<b>Excess of Revenues over Expenditures</b>	<u>\$ 118,879</u>	<u>\$ -</u>	<u>\$ 118,879</u>
<b>Other financing sources (uses):</b>			
Transfers Out to Transportation Authority	(118,879)		
<b>Net Change in Fund Balances</b>	<u>\$ -</u>		
Fund Balances (Deficit), Beginning of the Period	<u>-</u>		
Fund Balances (Deficit), End of the Period	<u>\$ -</u>		

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# Memorandum

**Date:** March 26, 2018  
**To:** Treasure Island Mobility Management Agency Board  
**From:** Cynthia Fong – Deputy Director for Finance and Administration  
**Subject:** 4/3/18 TIMMA Committee Meeting: Proposed Fiscal Year 2017/18 Budget Amendment

<p><b>RECOMMENDATION</b>    <input type="checkbox"/> Information    <input checked="" type="checkbox"/> Action</p> <p>Adopt a motion of support for amendment of the adopted Fiscal Year 2017/18 budget to decrease revenues and expenditures by \$2,138,366.</p> <p><b>SUMMARY</b></p> <p>In June 2017, through Resolution 17-06, the Board adopted the Fiscal Year (FY) 2017/18 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 2017/18 budget. The 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 2017/18 budget be amended to decrease revenues and expenditures by \$2,138,366.</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input checked="" type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other:</p> <hr/>
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## DISCUSSION

**Background.** 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 budget revision reflects a decrease of \$2,138,366 in revenues and expenditures. These revisions include carryover revenues and expenditures from the prior period. The effect of the amendment on the adopted FY 2017/18 Budget is shown in Attachment 1. TIMMA’s FY 2017/18 budget revisions are included in the Transportation Authority’s FY 2017/18 proposed budget amendment, which is scheduled to be adopted by the Transportation Authority Board on April 24, 2018.

The 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

## Agenda Item 4

on advancing both program-wide planning and environmental documentation in response to the development program schedule for Treasure Island. This effort requires 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.

The program revenue for FY 2017/18 covers the full costs of all Transportation Authority activities in support of TIMMA. 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. Also, as stated in the 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 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.

This amendment decreases total revenues by \$2,138,366. Budgeted revenues from federal reimbursements will be decreased by \$1,803,240 and will defer to the next fiscal year due to project schedule delays described below. The SFMTA is providing \$95,017 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. This revision includes carryover revenues from the prior period. Prop K funds appropriated through Resolution 15-13 will decrease by \$257,368 and will defer to next fiscal year. Corresponding technical professional services expenditures will decrease by \$1,693,598, non-personnel expenditures will increase by \$25,088 for additional legal costs associated with the review of the federal Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) grant agreement and increased public involvement and outreach activities in support of the entire Mobility Management Program, personnel expenditures will decrease by \$469,856 for a total decrease of \$2,138,366 in expenditures for FY 2017/18 activity.

The original work scope for FY 2017/18 included issuance of the Request for Proposals for a System Integrator, launch of System Integration work, and completion of Civil Engineering Design. Since adoption of the original work scope and budget, the developer, Treasure Island Community Development (TICD), estimated a delay in the Treasure Island construction schedule of at least 18 months. Therefore, System Integration should not proceed until FY 2018/19. The estimated contributions from federal ATCMTD funds and other program revenues need to be updated to reflect the reduced work scope and need in FY 2017/18. The costs will be incurred and the revenue realized in FY 2018/19. At the same time, we expect to execute the federal ATCMTD grant funding agreement this fiscal year and launch the Autonomous Vehicle (AV) Shuttle pilot project, funded by ATCMTD

#### Agenda Item 4

funds with matching funds from the Treasure Island Development Authority (TIDA). This amendment adds the cost and revenues associated with the launch of the AV Shuttle pilot.

We propose that the adopted FY 2017/18 Budget be amended as shown in Attachment 1.

#### **FINANCIAL IMPACT**

If approved, the proposed amendment to the FY 2017/18 budget would decrease revenues and expenditures by \$2,138,366.

#### **SUPPLEMENTAL MATERIALS**

Attachment 1 – Proposed Fiscal Year 2017/18 Budget Amendment

**Treasure Island Mobility Management Agency**  
**Attachment I**  
**Proposed Fiscal Year 2017/18 Budget Amendment**  
**Line Item Detail**



	<b>Proposed Budget Amendment Fiscal Year 2017/18</b>	<b>Increase/ (Decrease)</b>	<b>Adopted Budget Fiscal Year 2017/18</b>
<b>Program Revenues:</b>			
Federal Advanced Transportation and Congestion Management Technologies Deployment	\$ 24,928	\$ (1,803,240)	\$ 1,828,168
Regional San Francisco Municipal Transportation Agency (SFMTA)	95,017	20,017	75,000
Regional San Francisco County Transportation Authority (SFCTA)	-	(257,368)	257,368
Regional Treasure Island Development Authority (TIDA)	1,402,225	(97,775)	1,500,000
Total Program Revenues	<b>1,522,170</b>	<b>(2,138,366)</b>	<b>3,660,536</b>
<b>Expenditures:</b>			
Technical Professional Services	925,951	(1,693,598)	2,619,549
Administrative Operating Costs			
Personnel Expenditures			
Salaries	360,489	(319,502)	679,991
Fringe Benefits	169,642	(150,354)	319,996
Non-personnel Expenditures			
Administrative Operations	61,888	25,088	36,800
Commissioner-Related Expenses	4,200	-	4,200
Total Expenditures	<b>1,522,170</b>	<b>(2,138,366)</b>	<b>3,660,536</b>
<b>Net Change in Fund Balance</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>



# Treasure Island Mobility Management Program

Treasure Island Transit Pass Design  
TIMMA Committee  
Agenda Item 5

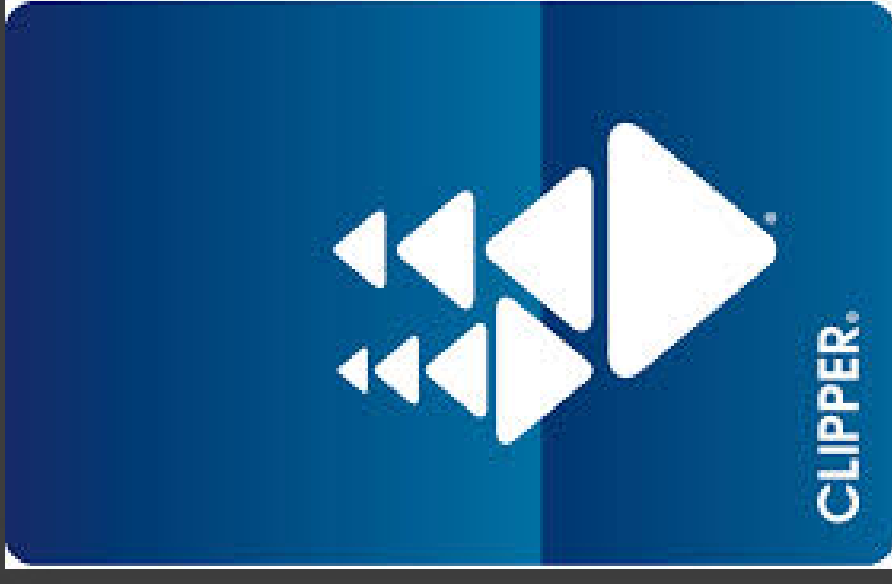


TREASURE ISLAND MOBILITY MANAGEMENT AGENCY

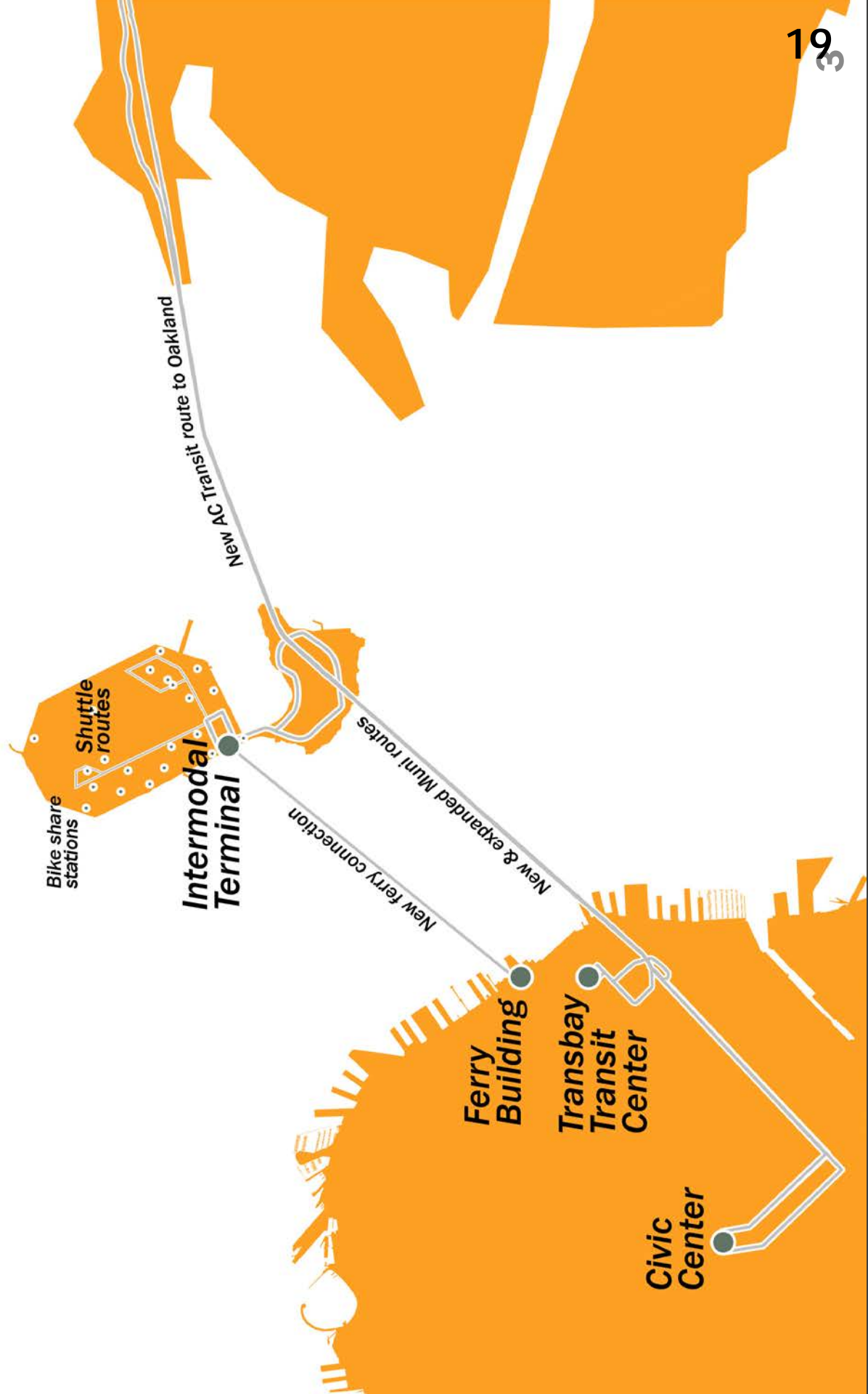
April 3, 2018

# Today's Agenda

1. Transit Pass Overview
2. Transit Pass Alternative Screening Process
3. Initial Alternative Recommendation
4. Other Findings
5. Next Steps



# Transit Services Planned for Treasure Island



# Treasure Island Transit Pass Use Cases



## Transportation Plan

Market Rate Residents  
1 per Household

Hotel  
1 per Room



Workers

## Transit Pass Analysis

Market Rate Residents  
1 per Household

Below Market Rate & Legacy Residents

Hotel  
1 per Room

# Treasure Island Transit Pass – Goals and Objectives



## 1. Provide Maximum Transit Coverage

- Cover all transit services accessing Treasure Island for residents, workers and visitors

## 2. Provide Affordable Transit Access

- Make transit pass affordable and easy to use for low-income transit users
- Provide technical ability to support subsidized travel

## 3. Enhance Customer Experience

- Ease of obtaining and using transit pass

## 4. Implementation Feasibility

- Consistent with existing fare policy
- Compatibility with existing and new fare technology
- Consistent with Treasure Island development schedule

## 5. Financial Sustainability

- Minimize capital cost and operations cost
- Estimate farebox recovery

# Treasure Island Transit Pass – Alternatives Screening Process

- ▶ Based on program’s goals and objectives top three alternatives are:
  - 1. Treasure Island Access Pass –**
    - Unlimited monthly access on All Muni, AC Transit and Ferry (to/from SF)
  - 2. Treasure Island Transit Cash –**
    - Cash value uploaded onto pass holders Clipper card
  - 3. Treasure Island Flex Cash (new) –**
    - *Pass holder’s will be able to buy any retail product*



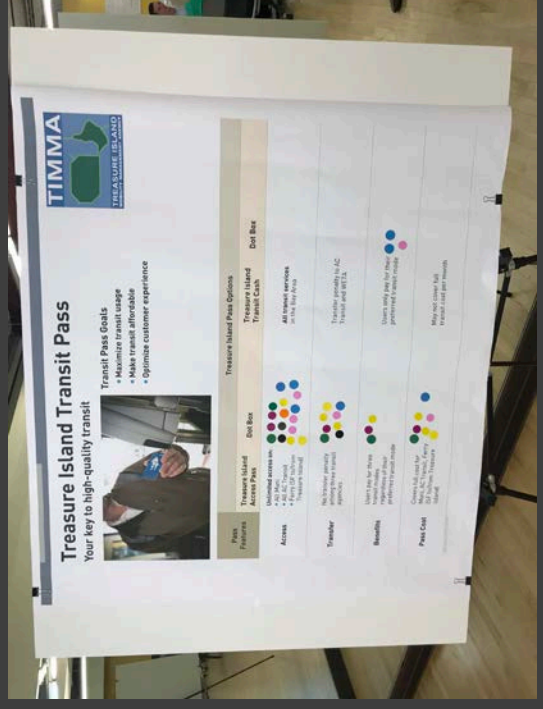
# Treasure Island Transit Pass – Alternatives Screening Process

## Takeaways from Winter 2018 Outreach:

- ▶ Focus groups
  - Residents (2)
  - Businesses
  - San Francisco Tourism and future developers

## ▶ TIDA Board Meeting

## ▶ Food Pantry



# Treasure Island Transit Pass – Alternatives Screening Process

Features	Access Pass	Transit Cash	Flex Cash (new)
<b>Pass Participant</b>	<ul style="list-style-type: none"> <li>Residents</li> <li>Below Market-Rate Residents</li> <li>Workers</li> <li>Visitor (Access Day Pass)</li> </ul>	<ul style="list-style-type: none"> <li>Residents</li> <li>Below- Market Rate Residents</li> <li>Visitors – Daily Cash</li> </ul>	<ul style="list-style-type: none"> <li>Residents</li> <li>Below- Market Rate Residents</li> </ul>
<b>Trip Coverage (on/off)</b>	<ul style="list-style-type: none"> <li>100% of residents trips</li> <li>76% of workers trips</li> </ul>	<ul style="list-style-type: none"> <li>70% of residents trips</li> </ul>	<ul style="list-style-type: none"> <li>100% of residents trips</li> </ul>
<b>Fall Outreach Dot exercise:</b>	90% participants prefers Access pass	10% participants prefers Transit Cash	Was added later to the analysis
<b>Benefits</b>	Three Providers, One Card, Unlimited	Flexibility in which service providers you choose	Any retail pass to access Muni, AC Transit, and Ferry or Cash value to use any transit operator
<b>Drawback</b>	Agency restriction (AC Transit, Muni, and Ferry only)	Does not allow for unlimited travel. Transfer penalty on AC Transit.	Fare type must be pre-selected; cannot be changed mid-month. Pass will not include access in both directions.





# Treasure Island Transit Pass – Initial Alternative Recommendation



1. Access Pass – Residents & Workers
  - Unlimited trips on/off Treasure Island, to San Francisco and East Bay
  - Institutional pass (not publicly available), requires minimal operational support
  - No impact to public fare policy
2. Transit Cash – Visitors (2025)
  - Valid on all transit agencies accepting Clipper
  - Effective for visitors – can use on BART from airport

# Treasure Island Transit Pass – Initial Alternative Recommendation

## Treasure Island Access Pass–

It is a monthly pass that provides unlimited access on All Muni and AC Transit routes and Ferry (to/from SF)

- Interim pass - AC Transit and SF Muni (2021)
- Full Build-out - AC Transit and SF Muni and Ferry (2025 )

## User Group:

- 1 pass per market rate household – mandatory
- All other residents including BMR – optional
- Treasure Island Workers – optional



# Treasure Island Transit Pass – Initial Alternative Recommendation

## Treasure Island Access Pass–

### Pass cost:

- Interim pass cost - \$95 - \$115 (2021)
- Full Build-out – TBD (2025)

The pass cost is based on customer value (available retail products) and program’s financial feasibility.

### Affordable Pass

- All Below Market Rate households will be qualified for this pass
- Pass cost: 50% less than market rate pass
- Distribution: TIMMA will mirror same process as market rate household



# Treasure Island Transit Pass – Initial Alternative Recommendation

## Treasure Island Access Pass–

### Pass Implementation Process

- Access Pass Starting in 2021:
- AC Transit Fare Policy Adoption – FY 2019
- MTC/Clipper Pass Implementation – FY 2019 – 2020
- Transit Pass Management – FY 2020 – 2021
- Access Pass 2025:
- Clipper and MTC– C2 program input FY 2019 – 2021
- Establish placeholder in C2 for Access Pass 2025



# Treasure Island Transit Pass – Initial Alternative Recommendation

## Treasure Island Transit Cash Visitor Pass–

- 1 per hotel room transit pass – mandatory
- Visitor pass will be launched with Treasure Island hotel in 2025
- Visitors will receive certain amount of transit cash *daily* to use it for their travel
- Visitor pass price is to be determined



# Treasure Island Transit Pass – Other Findings

## Other Potential Alternatives – Monthly Accumulator

- Performed well in transit benefits but
- Not technically possible in current Clipper system and
- Clipper 2.0 will have technical capabilities for an accumulator.
- Other issues: different transfer policy and one-way fare difference for Treasure Island
- We recommend that Clipper Executive Board and Clipper Staff consider an accumulator fare structure when designing Clipper 2.0.



# Treasure Island Transit Pass – TIMMA's Needs for Clipper 2.0

## Clipper 2.0 Features and Functionality for TIMMA

- Account based system - Accumulator
- Smartphone application and website for institutional program
- Integration with third-party application
- Open payments



# Next Steps

- Prepare for Spring/Summer outreach
- Multimodal integration concept for Treasure Island
  - Integration with Ford Bikeshare
  - Mobile phone option for Transit Pass
- Final Report Summer/Fall 2018





Thank you!



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY