



AGENDA

TREASURE ISLAND MOBILITY MANAGEMENT AGENCY Committee Meeting Notice

Date: Tuesday, November 27, 2018; 11:00 a.m.

Location: Legislative Chamber, Room 250, City Hall

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

Clerk: Alberto Quintanilla

- 1. Roll Call
- 2. Approve the Minutes of the October 4, 2018 Meeting – **ACTION*** 3
- 3. Recommend Approval of the Treasure Island Transit Pass, Toll Policy, and Affordability Program – **ACTION*** 7
- 4. Internal Accounting Report for the Three Months Ending September 30, 2018 – **INFORMATION*** 21
- 5. 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.
- 6. Public Comment
- 7. Adjournment

***Additional Materials**

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

Thursday, October 4, 2018

1. Roll Call

Chair Kim called the meeting to order at 10:45 a.m.

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

Absent at Roll Call: Commissioner Yee (1)

Consent Agenda

2. Approve the Minutes of the June 19, 2018 Meeting – ACTION

There was no public comment.

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

The minutes were approved without objection by the following vote:

Ayes: Commissioners Kim and Ronen (2)

Absent: Commissioner Yee (1)

3. Approve a Three-Year Professional Services Contract with HNTB Consulting in an Amount Not to Exceed \$250,000 for Conceptual System Design, Operations Oversight, and Evaluation Services for the Treasure Island Autonomous Vehicle Shuttle Pilot Project – ACTION

Mike Tan, Administrative Engineer, presented the item per the staff memorandum.

Chair Kim asked for additional information regarding the Smart Columbus Shuttle Program.

Mr. Tan said the program was an autonomous vehicle (AV) pilot project in Columbus, Ohio with the goal of having AV shuttle service in the downtown area.

Chair Kim asked if the AV shuttles were already on the streets.

Mr. Tan said the AV shuttles would be street-ready later this year.

Chair Kim said she supported the pilot program on Treasure Island and felt it was important to test out new technology that could help better serve residents, particularly areas that did not have access to standard public transportation services. She asked if staff had met with the Department of Labor to discuss the parameters of autonomous vehicles within the lines of the city and county.

Eric Cordoba, Deputy Director for Capital Projects, said that as part of the first phase of work, staff and the Department of Labor would be meeting. He added that the Transportation Authority would also be actively involved with the San Francisco Municipal Transportation Agency (SFMTA).

Chair Kim asked for additional information regarding the Transportation Authority and the SFMTA's efforts to develop AV policy for the city moving forward. She said she wanted to ensure there would be criteria the city could follow when studying and utilizing AVs.

Executive Director Tilly Chang said the pilot program would be guided by the recently adopted emerging mobility services and technology framework. She said a working group would be developed and would include the Transportation Authority, the SFMTA and the Mayor's Office of Economic Working Development (OEWD). She said OEWD would provide the economic development angle to ensure the new industry was as inclusive as possible. Director Chang said the working group would look to bring the workforce along and noted that there was already work happening around rebalancing some of the new mobility company services.

Chair Kim asked if there were ways to mandate or develop apprenticeship programs that contractors would need to abide by.

Director Chang said she was in favor of the idea and that Transportation Authority staff was looking at ways to get ahead of the industry. She said one way to develop apprenticeship programs was to set out policy principles that would be led by the city or TIMMA. She mentioned SFMTA's AV sector guidance as a way to guide the work of the contractor and city agencies.

Chair Kim said it was important to bring along the workforce as the city moved forward with new technology that would enhance transportation and public transit benefits for all residents. She suggested working with the Treasure Island Development Agency (TIDA) to develop space for maintenance on site on Treasure Island. She said it could be a place to repair autonomous vehicles and also bring residents and youth in as apprentices.

During public comment a member of the public questioned how funds were being utilized and asked for a more in-depth analysis. He said more collaboration was needed to provide adequate reasons for funding and suggested vocational training be provided for residents of Treasure Island.

After public comment Chair Kim asked if the \$250,000 contract was strictly for the initial conceptual system design and evaluation service or if it also put vehicles on the streets.

Mr. Tan said the \$250,000 grant was strictly for the planning phase and business plan and that actual deployment of the vehicles would not occur until 2021.

Chair Kim asked if the same contractor would develop the shuttles or if another request for proposal (RFP) would be issued.

Mr. Tan said HNTB Corporation would develop the operation plan and that a separate RFP would be issued when selecting a vendor for the AV shuttles.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Kim and Ronen (2)

Absent: Commissioner Yee (1)

End of Consent Agenda

Chair Kim called Items 4, 5 and 6 together.

- 4. Transit Service, Toll policies and Affordability Program Update – INFORMATION**
- 5. Introduction of New Items – INFORMATION**

6. Public Comment

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

Chair Kim requested additional information regarding the feedback that was received from Treasure Island residents.

Ms. Hiatt said she had not been able to look at all the survey and written feedback but was hearing that residents wanted more options for transit and higher transit service levels in general. She said the residents requested support for difficult trips like getting to school and buying groceries. She said on the toll side, people were concerned about the affordability of transportation and affordable housing.

Chair Kim stated that a member of her staff attended a Treasure Island community meeting and reported that the residents were unhappy about the toll policies and affordability program. She said she was concerned and that residents felt they were not provided adequate transportation services. She highlighted her office's Youth Commissioner, a Treasure Island resident, who wakes up three hours before the start of school to arrive on time as an example of the need for better public transportation on the island. Chair Kim said there was a distrust for the current services and the thought of having to pay to get off the island to receive better public transit did not sit well with the residents. She said she was glad there was no tolling at night and still believed that off-peak hours should be free.

Chair Kim said policymakers should think about the appropriate revenue sources to pay for services. She said she supported congestion pricing, but only if it was for the whole city and not just one neighborhood. She said she was on board with mobility management and noted it was an important policy area. She hoped that by 2026 the state will have allowed San Francisco to have a full mobility management program.

Chair Kim said that those who drive in the city needed to contribute to a better public transit infrastructure throughout all of the neighborhoods and the region. She was glad to see the city exploring innovative transportation methods through bike share, car share and autonomous vehicles to see how public transit could work through many different modes. She praised all of the study work that had happened thus far and thanked staff.

Commissioner Ronen thanked staff for organizing a Treasure Island tour for her office and mentioned that they took a commuter ferry to the island. She agreed with Chair Kim's comments that affordable public transit options were imperative for low-income Treasure Island residents and that congestion pricing should not fall solely on one neighborhood. She said she looked forward to accompanying Transportation Authority staff on an upcoming tour of Los Angeles Metro's managed lanes program. She also asked for the frequent transit trips for toll credit to be lower than the 20 trips requirement.

There was no public comment on Items 4, 5 or 6.

7. Adjournment

The meeting was adjourned at 11:23 a.m.

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Memorandum

Date: November 21, 2018
To: Treasure Island Mobility Management Agency Committee
From: Eric Cordoba – Deputy Director for Capital Projects
Subject: 11/27/18 Committee Meeting: Recommend Approval of the Treasure Island Transit Pass, Toll Policy, and Affordability Program

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Recommend Approval of the Treasure Island Transit Pass, Toll Policy, and Affordability Program</p> <p>SUMMARY</p> <p>The Treasure Island Mobility Management Agency (TIMMA) is charged with implementing the Treasure Island Transportation Implementation Plan (TITIP) in support of the Treasure Island/Yerba Buena Island Development Project. The TITIP, adopted in 2011, calls for a comprehensive, integrated program to manage travel demand on Treasure Island as it develops. This innovative approach to mobility includes a complementary package of strategies and services including required purchase of transit passes by residents, parking fees, and a multimodal congestion pricing program that applies motorist user fees to support enhanced and new bus, ferry, and shuttle transit, as well as bicycle sharing, to reduce the traffic impacts of the project. In 2016, TIMMA adopted the recommendations from the Treasure Island Mobility Management Study, which refined the assumptions of the TITIP, recommended initial congestion pricing policies, and called for the development of an Affordability Program. Since that time staff has developed detailed draft Transit Pass, Toll Policy, and Affordability Program information and engaged in multiple stakeholder workshops to obtain feedback. In order to maintain the program implementation schedule for systems engineering design and transit operator and procurement agreements, we seek the Board’s approval of the design of the pass, policy, and program by December 2018.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input checked="" type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: <hr/>
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DISCUSSION

Background.

On April 21, 2011, in a joint session with the San Francisco Planning Commission, the Treasure Island Development Authority (TIDA) Board of Directors approved the Treasure Island/Yerba Buena Island Development Project, including a Development Agreement and a Disposition and

Agenda Item 3

Development Agreement (DDA) with Treasure Island Community Development, as well as the Treasure Island Transportation Implementation Plan (TTTIP). On June 7, 2011, the Board of Supervisors approved the same.

The DDA referenced and outlined the goals, strategies, and implementation plan for a new transportation system, infrastructure, and services to support the development Project, including the designation of a transportation management agency to oversee the implementation and management of the transportation programs and revenues. On April 1, 2014, the San Francisco Board of Supervisors approved a resolution designating the Transportation Authority as the Treasure Island Transportation Management Agency (TIMMA). The purpose of TIMMA, as set forth in the Treasure Island Transportation Management Act of 2008 (State Assembly Bill 981), is to implement the TTTIP.

The TTTIP calls for a comprehensive, integrated program to manage travel demand on Treasure Island as it develops. This innovative approach to mobility includes a complementary package of strategies and services including required purchase of transit vouchers by residents, parking fees, and a multimodal congestion pricing program that applies motorist user fees to support enhanced and new bus, ferry, and shuttle transit, as well as bicycle sharing, to reduce the traffic impacts of the project. AB 981-Leno (2009) authorizes San Francisco to implement congestion pricing (tolling) on Treasure Island.

On July 20, 2016, the TIMMA Board approved the recommendations set forth in the Treasure Island Mobility Management Study (Study), a policy and financial analysis of the congestion pricing program. The Study refined the assumptions of the TTTIP and recommended congestion pricing policies for the Island based on demand forecasting, financial analysis, and stakeholder input. The Study also recommended the development of an affordability program.

Since the adoption of the Study, staff has developed further recommendations for the design of a Transit Pass, revised toll policy, and an affordability program. These policy recommendations, included as Enclosure 1, advance the TTTIP, in particular the toll system component, in accordance with the program implementation schedule for systems engineering design and transit procurement and operating agreements and are the subject of the proposed action for this item.

Discussion.

The 2011 TTTIP informs the development of a Treasure Island Mobility Management Program (TIMM Program). The TIMM Program comprises both incentives for transit, walking, and biking, – including a pre-paid Transit Pass – and disincentives to travel by private vehicles—namely, pricing in the form of a congestion toll, fees for all parking, and parking space per unit allocation maximums.

The TTTIP identified two specific performance targets for the TIMM Program:

- A program that yields a non-auto mode share for on-off Island travel of at least 50 percent during peak travel periods.
- A financially sustainable program that covers its long-run operating and capital maintenance costs.

The actions taken by the Board in July 2016 refined the TTTIP toll policy assumptions and included approval of initial Toll Policy Recommendations and Toll Policy Advisory Findings subject to further

Agenda Item 3

study. These related to the population to be tolled, hours of operation for the toll program and directionality of trips to be tolled and are summarized in Table 1 below.

Over the last two years, additional study and financial analysis have been completed to evaluate the financial feasibility and the operational performance of the refined Policies. The recommendations for the design of the Transit Pass, congestion toll policy, and affordability program, are included as Enclosure 1.

The recommendations are based on iterative transportation demand and financial forecast analyses of toll policy scenarios and propose a refined set of toll policies for Treasure Island that are targeted to achieve these performance targets. The recommendations also propose a structure for the required pre-paid Transit Pass, and policies to support an affordability program for Island residents and employers.

Staff presented the proposed transit pass/affordability program and toll policies to the TIMMA Committee at its April 3 and October 4 meetings respectively and received feedback to shape and refine proposals to bring to the community for feedback. Tables 1, 2, 3 and 4 below and Enclosure 1 summarize revised transit pass, affordability program and toll policy proposals that staff presented to the Islands’ residential and merchant community members, over two rounds of meetings and workshops, in October and November.

Table 1: Previously approved TIMM Program Toll Policies – See Enclosure 1 for complete toll policy recommendations and additional detail.

Policy Issue	Approved Policy per TIMMA Board action in July 2016 (resolution #17-03)
Who pays the toll?	Residents and non-resident drivers pay the toll.
Which direction(s) are tolled?	Both directions are tolled (both onto and off Treasure Island).
Are any trips exempt from the toll?	Transit, shuttles and vanpools, as well as pedestrian and bicycle trips, are exempt from the toll. Two-and three (or more) passenger carpools and motorcycles are not exempt from the toll.

Table 2: Proposed Additional TIMM Program Toll Policies

Policy Issue	
Are any driving trips given a discount on the toll?	Discount for westbound East Span drivers to Treasure Island for tolls paid at the Bay Bridge toll plaza. The Bay Area Toll Authority (BATA), which operates the State-owned toll bridges in the Bay Area, has the authority to toll the west-bound vehicles taking the Bay Bridge from Treasure Island into San Francisco.
What are the toll hours of operation?	<ul style="list-style-type: none"> • AM and PM peak period hours match Bay Bridge, 5a-10a and 3p-7p • Midday Off-peak Period, 10a-3p • Weekend Period, 8a-8p
What is the toll level?	<ul style="list-style-type: none"> • At program launch: \$3.50 peak / \$1 off peak / \$2 weekend

Policy Issue	
	<ul style="list-style-type: none"> • The TIMMA Board may increase toll levels when ferry service levels increase • The TIMMA Board may increase tolls with CPI • The toll level for license plate recognition (LPR) transactions will be \$1 higher than the base to recoup higher transaction costs • Trucks will pay a per-axle fee starting when 8000 units are open for occupancy

Table 3: TIMMA Affordability Program Recommendations

Policy Issue	Recommendation
Discounted Transit Pass	50% discount on purchase of monthly transit pass for Below Market Rate Households enrolled in Affordable Transit Pass Program <ul style="list-style-type: none"> • Available to all current and future below market rate residents • Available to workers through employer Transportation Demand Management (TDM) program
Toll Credit for frequent transit use	Households eligible for BMR housing will receive credit for one roundtrip peak period toll for every 10 one-way trips taken on transit.
Monthly household Stipend	Households with active leases as of 2018 will receive \$300 cash per month to defer cost associated with transition into the TIMM Program Benefit will reduce after the first five years of operation on a 12-month schedule that results in expiration of the benefit at the end of year six .

Table 4: TIMMA Transit Pass Program Recommendations

Policy Issue	Recommendation
Trip Coverage	Develop monthly transit pass providing unlimited trips on and off Treasure Island to San Francisco and East Bay
Participating Transit	<ul style="list-style-type: none"> • SF Muni • A/C Transit • Ferry Operations • On-Island Shuttle (free)
Eligible Participants	<ul style="list-style-type: none"> • Market Rate Residents: Full cost pass, automatically loaded via Clipper • BMR Residents: 50% discount for Access Pass loaded via Clipper; enrollment managed by TIMMA • Workers: automatically loaded via Clipper; managed through employers and TIMMA
Cost	<ul style="list-style-type: none"> • Monthly cost range: \$125 - \$150 • 50% discount for BMR residents

Agenda Item 3

Stakeholder Feedback: We conducted multilingual outreach including multiple on-Island community and business events providing updates on the Program development and seeking input on Program Policies.

One of the main themes of feedback concerned affordability for businesses and current and future low- and moderate-income households. We heard concerns from current longtime residents who moved to the Island prior to the adoption of the 2011 DDA regarding the financial impacts of the toll. A survey conducted during November outreach seeking public feedback on the alternative of ‘no midday toll’ instead of the ‘monthly resident stipend’ resulted in residents favoring the stipend by a 2:1 margin. In response to this input, we are recommending an expanded affordability program that will include discounted transit pass options, additional toll credit for frequent transit use and a cash stipend for a limited transition period for existing residents. We would also propose to return in the near future with recommendations for a merchant stipend program as well.

On November 14th the TIDA Board reviewed the Policy recommendations and received public comment on the proposed policies. The TIDA Board requested further investigation of options to reduce the financial impacts of the toll on the existing Treasure Island residents.

Recommended Policies: The Board is requested to take action on the following Policy recommendations that will meet the transportation and financial objectives of the TIMM Program. These recommendations fall into three categories:

- **Toll Policy:** Policies on toll rates and hours.
- **Affordability Program:** The Affordability Program benefits include discounted transit pass options and additional toll credit for frequent transit use (BMR households only) and a cash stipend for a limited transition period for existing residents and businesses.
- **Transit Pass Program:** The transit pass program will provide an affordable mechanism for residents, workers and visitors to access MUNI, AC Transit and ferries serving the Island. The program will be supported via the Clipper program; discounted passes will be available for Below Market Rate (BMR) households.

Next Steps: Approval of these recommended Policy Actions will guide the final steps in program development and implementation, including in the areas of planning, outreach, engineering, and funding. If approved by the TIMMA Board, staff will proceed with final systems engineering design of the toll system, and development of final business rules that will govern the implementation of the toll system, affordability program and transit pass program. TIMMA will also proceed to develop operating agreements with transit operators and other operating agencies, including the Metropolitan Transportation Commission/BATA, AC Transit and SFMTA. TIMMA will continue to work with project partners to pursue additional program funding to reduce dependencies on toll revenue to support the program activities.

Business rules and operating agreements are scheduled to be presented to the TIMMA Board for action in 2019. The TIMM Program scheduled to be ready to launch in mid-2021, in support of the development project’s first occupancy plans.

FINANCIAL IMPACT

There is no financial impact to TIMMA’s adopted FY 2018/19 budget from the requested action.

Agenda Item 3

SUPPLEMENTAL MATERIALS

Attachment 1 – TIMMA 2018 Policy Register

Attachment 1

TIMMA 2018 Policy Recommendations

Treasure Island Mobility Management Program - Toll Policies				
No.	Policy Area	Policy Language	Rationale	Authority/ Source
1	Applicability	Both residents and visitors to Treasure Island shall be subject to the toll program (no change to existing policy).	Treasure Island Mobility Management Study	Resolution No. 17-03 approved July 2016
2	Exemptions	<p>The existing policy language provides “that only shuttles, vanpools, or buses would be eligible for a high-occupancy vehicle toll exemption, and two and three passenger vehicles would not be eligible for a high-occupancy vehicle toll exemption.” The following recommendations clarify, detail and replace this language.</p> <ul style="list-style-type: none"> • Commute Buses and Vanpool Vehicles, as such terms are defined in BATA’s current Toll Policy, are eligible for exemption from the toll. (Currently transit vehicles and 10+ passenger vehicles exempt). No exemption for motorcycles or smaller passenger vehicles. • Federally owned vehicles are eligible for exemption from the toll in accordance with 15 US Code Sections 1005 and 1006.¹ • Authorized emergency vehicles satisfying all conditions specified in California Vehicle Code section 23301.5 are eligible for exemption from the toll.² 	Treasure Island Mobility Management Study	Resolution No. 17-03 approved July 2016
		<ul style="list-style-type: none"> • Commute Buses and Vanpool Vehicles, as such terms are defined in BATA’s current Toll Policy, are eligible for exemption from the toll. (Currently transit vehicles and 10+ passenger vehicles exempt). No exemption for motorcycles or smaller passenger vehicles. 	Treasure Island Mobility Management Study; consistent with Bay Bridge and regional policies	Proposed Clarification
		<ul style="list-style-type: none"> • Federally owned vehicles are eligible for exemption from the toll in accordance with 15 US Code Sections 1005 and 1006.¹ 	Extends U.S. Code Title 15, Chapter 19, Section 1005 to the TIMMA toll; consistent with Bay Bridge and regional policies	Proposed Clarification
		<ul style="list-style-type: none"> • Authorized emergency vehicles satisfying all conditions specified in California Vehicle Code section 23301.5 are eligible for exemption from the toll.² 	California Vehicle Code section 23301.5; consistent with Bay Bridge and regional policies	Proposed Clarification

¹ <http://uscode.house.gov/view.xhtml?path=/prelim@title15/chapter19&edition=prelim>

² https://leginfo.ca.gov/faces/codes_displayText.xhtml?lawCode=VEH&division=1.1.&title=&part=&chapter=13.&article=3

TIMMA 2018 Policy Recommendations

Treasure Island Mobility Management Program - Toll Policies				
No.	Policy Area	Policy Language	Rationale	Authority/ Source
3	Direction	A toll shall be charged both as eligible vehicles arrive on and depart from the Island (no change to existing policy).	Treasure Island Mobility Management Study	Resolution No. 17-03 approved July 2016
4	Tolling Commencement (Start of Service)	The tolls and penalties for violations imposed by this policy shall apply to motorists entering or exiting Yerba Buena Island / Treasure Island on and after the date of the initial occupancy of new residential units, completion of the required infrastructure on Yerba Buena Island, and successful commissioning of the toll system. (Road configuration anticipated completion mid-2021).	The TITIP references the start of services as being linked to first occupancy of the development. System launch cannot occur until all YBI infrastructure supporting the toll system has been completed and the toll system testing has been completed and determined to be operationally acceptable by TIMMA.	Proposed Policy
5	Tolling Hours	Tolls shall be collected during all "Tolling Hours," as defined in this Policy, to manage congestion by influencing driving decisions. Tolling hours are determined by anticipated traffic levels or transit service periods, and toll rates may vary across periods as provided below. Tolling hours apply to holidays. "Peak Tolling Hours" are defined as hours between 5:00 a.m. and 10:00 a.m. and 3:00 p.m. and 7:00 p.m. weekdays, without exclusions for holidays, during which tolls are collected. "Off-Peak Tolling Hours" are defined as hours between 10:00 a.m. and 3:00 p.m. weekdays, without exclusions for holiday, during which tolls are collected.	Treasure Island Mobility Management Study Peak periods are broadly consistent with Bay Bridge weekday peak/carpool hours.	Proposed Policy

TIMMA 2018 Policy Recommendations

Treasure Island Mobility Management Program - Toll Policies				
No.	Policy Area	Policy Language	Rationale	Authority/ Source
6	Collection Methods	<p>“Weekend Hours” are defined as hours between 8:00 a.m. and 8:00 p.m. weekends, during which tolls are collected.</p> <p>“No-Toll Hours” are defined as the hours outside of Peak and Off-Peak Tolling Hours, wherein TIMMA toll collection is not operating.</p> <p>TIMMA will collect all tolls electronically in an open road environment without physical barriers or cash collection on the physical facilities.</p> <p>TIMMA’s toll collection system will be compliant with Title 21 of the California Code of Regulations which establishes the technical requirements for Electronic Toll Collection (ETC) readers and transponders used in the State of California. This includes compatibility for transponders and reader with other California Toll Operators Committee (CTOC) agencies.</p> <p>Pursuant to California Vehicle Code Section 23302, TIMMA tolls will be collected through a valid FasTrak® transponder, or through valid vehicle license plates per Section 4850.5 or 5200. For tolls charged through license plate images, the BATA RCSC will collect the TIMMA toll through one of the following Pay-By-Plate methods:</p> <ol style="list-style-type: none"> 1. Registered License Plate Account 2. One-Time Payment 	<p>TIMMA must comply with Title 21.</p> <p>This adopts BATA processes and Golden Gate Bridge’s All Electronic Tolling program wholesale, reducing the capital and operating costs and maintaining regional consistency for customers.</p> <p>The \$1.00 toll differential is consistent with regional toll invoices issued by BATA for GGB.</p>	Proposed Policy

TIMMA 2018 Policy Recommendations

Treasure Island Mobility Management Program - Toll Policies				
No.	Policy Area	Policy Language	Rationale	Authority/Source
7	Rate Schedule (previously Toll Level and Toll Level Change Policy)	<p>3. Toll Invoices, are mailed to the registered vehicle owner at the address on file with the California DMV.</p> <p>The Toll Rate Schedule, included in Table 1, is set to manage mode share performance goals of 50% for residents or more at peak periods and to fund accessible, frequent, and reliable operations for transit alternatives that are financially sustainable, in combination with other committed funding.</p> <p>There is a \$1.00 toll rate differential for toll transactions paid through Pay-By-Plate accounts: Registered License Plate Accounts, One-Time Payments, and Toll Invoices.</p> <p>TIMMA will provide a discounted rate for vehicles that paid a Bay Bridge toll when traveling from Oakland to Treasure Island.</p> <p>When the construction of 8000 units is complete, TIMMA will adjust rates to include a toll surcharge for multi-axle vehicles based on classification.</p>	Treasure Island Mobility Management Study and further analysis	Proposed Policy

TIMMA 2018 Policy Recommendations

Treasure Island Mobility Management Program - Affordability Policies			
No.	Policy Area	Policy Language	Rationale
8	Affordability	<p>As part of the TIMMA Transportation Affordability Program required by the existing policy, Below Market Rate (BMR) households enrolled in the Affordable Transit Pass program will be eligible for a transit-incentive-based toll discount benefit. Only one Affordable Transit Pass per household may be identified as “Primary” and eligible for the benefit. For every ten (10) trips on transit operated by the Qualifying Agencies and paid for using a household’s Primary Transit Pass within one (1) calendar month, two (2) peak period tolls, or the cash equivalent of such, or another transportation benefit equal to or greater than the cash equivalent, will be credited to the holder of the household’s Primary Transit Pass.</p> <p>The following definitions apply:</p> <ul style="list-style-type: none"> • A “Trip” is one continuous leg of transit that originates or concludes at the Island on Qualifying Agencies modes of transit and using the Transit Pass as the payment method. • “Qualifying Agencies” include the transit agencies participating in TIMMA’s Transit Pass Program. • “BMR Households” are defined in the Disposition and Development Agreement for Treasure Island/Yerba Buena Island, executed in June 2011. • An “Affordable Transit Pass” is a transit pass provided through TIMMA at a discounted rate for residents of BMR Households. • A “Primary Affordable Transit Pass” is one unique transit pass per household enrolled for the BMR transit-incentive-based toll discount benefit. <p>Households with active leases as of 2018 will receive a \$300 stipend per month. Qualifying existing businesses will receive a monthly credit or stipend, amount to be determined.</p>	<p>Incentivizes transit and use of the TAP while mitigating socio-economic impact for trips that may require a car. The equivalent benefit ensures there is incentive to use the toll credit on transit trips.</p>
			<p>Addresses equity and fairness concerns.</p>
			<p>Proposed Policy</p>

TIMMA 2018 Policy Recommendations

		<p>These stipends shall reduce after the first five years of operation on a 12-month schedule that results in expiration of the benefit at the end of year six.</p> <p>The following definitions apply: “Pre-Disposition & Development Agreement Households” are defined in the Disposition and Development Agreement for Treasure Island/Yerba Buena Island, executed in June 2011.</p> <p>Toll discount programs may be developed to ensure accessibility to the Island for the benefit of the community and in pursuit of objectives defined in the TITIP.</p>	<p>This allows for flexibility to implement programs for fleets, on-island businesses/employers, etc.</p>	<p>Proposed Policy</p>
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TIMMA 2018 Policy Recommendations

Transit Pass Policies				
No.	Policy Area	Policy Language	Rationale	Status
9	Transit Pass	<p>All market-rate households will purchase one transit pass through their Homeowners Association. The pass holders will have access on all Muni, AC Transit and Treasure Island ferry service.</p> <p>The transit pass will be uploaded onto passholders' Clipper Cards.</p> <p>Existing and future Treasure Island employers are encouraged to work with TIMMA to provide the transit pass to their employees. The worker pass would be optional and will be available through Clipper Card.</p> <p>As part of the TIMMA Transportation Affordability Program, all BMR households will be eligible for a 50% discount on the Treasure Island Transit Pass. This pass will be optional for all BMR households. The transit pass will be uploaded onto passholders' Clipper card.</p> <p>This multiagency pass is estimated to cost between \$125 to \$150.</p> <p>TIMMA Board will adopt the Transit pass price after the fare is set for AC Transit and Treasure Island Ferry. TIMMA Board may change the Transit pass price based on residents' and visitors' travel patterns.</p>	<p>Per DDA and TTIP. Simplify transit fare payment and provide incentives to use transit for all Treasure Island market-rate households.</p> <p>Simplify transit fare payment and provide incentives to use transit for all Treasure Island employees.</p> <p>Provide affordable and simplified transit services to all Treasure Island BMR residents.</p> <p>Proposed transit pass cost is based on three transit agencies' existing pass prices, and projected transit demand.</p>	<p>Approved via DDA, to be implemented by homeowners</p> <p>Proposed Policy</p> <p>Proposed Policy</p> <p>Proposed Policy</p>

TIMMA 2018 Policy Recommendations

Table 1: TIMMA Initial Toll Hours and Rates

TIMMA Toll Operations: Hours & Rates			
Period	Times	San Francisco – Treasure Island Treasure Island – San Francisco Treasure Island – Oakland	Oakland – Treasure Island
		FasTrak® Pay-By-Plate	FasTrak® Pay-By-Plate
Peak Toll	Weekdays 5a – 10a 3p – 7p	\$3.50	\$1.75
			Add \$1.00 per toll
Off-Peak Toll	Weekdays 10a – 3p	\$1.00	\$0.50
			Add \$1.00 per toll
Weekend Toll	Weekends 8a – 8p	\$2.00	\$1.00
			Add \$1.00 per toll
NO TOLL	Weekdays 7p – 5a Weekends 8p – 8a	Free	Free
			Add \$1.00 per toll



Memorandum

Date: November 21, 2018
To: Treasure Island Mobility Management Agency Committee
From: Cynthia Fong – Deputy Director for Finance and Administration
Subject: 11/27/2018 Committee Meeting: Internal Accounting Report for the Three Months Ending September 30, 2018

<p>RECOMMENDATION <input checked="" type="checkbox"/> Information <input type="checkbox"/> Action</p> <p>None. This is an information item.</p> <p>SUMMARY</p> <p>The Treasure Island Mobility Management Agency's (TIMMA's) 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>
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Background.

The Treasure Island Mobility Management Agency's (TIMMA) Fiscal Policy (Resolution 17-04) 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 three months ending September 30, 2018, the numbers in the amended budget column are one-fourth of the total approved annual budget for Fiscal Year (FY) 2018/19. 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 September 30, 2018 are used as the basis for understanding financial status for TIMMA at the quarter-ended September 30, 2018.

Balance Sheet Analysis.

The Balance Sheet (Attachment 1) presents assets, liabilities, and fund balances as of September 30, 2018. Total assets of \$1,128,397 are related to program receivable from federal and regional grants. Total liability of \$257,146 included \$140,057 of payable to consultants for services provided and \$117,089 of payable to the Transportation Authority for costs incurred and paid for by TIMMA. TIMMA will reimburse the Transportation Authority with grant payments received.

Statement of Revenues, Expenditures, and Changes in Fund Balances 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 three months of the fiscal year. TIMMA earned \$257,146 of revenues from the Treasure Island Development Authority and the Federal Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) grant in the first quarter. As of September 30, 2018, TIMMA incurred \$214,101 of expenditures. Expenditures included \$83,695 in technical professional services, and \$130,406 for personnel and non-personnel expenditures.

For the three months ending September 30, 2018, total program revenues were lower than budgetary estimates by \$618,017 and total expenditures were lower than budgetary estimates by \$661,062. Of the \$3.5 million total adopted FY 2018/19 budget, approximately \$1.3 million are budgeted for environmental and civil engineering services, and \$800,000 are budgeted for systems engineering design services. During the first quarter, we did not initiate major engineering activities due to revised program launch date to July 2021 but expect those to commence in later 3rd quarter for FY 2018/19.

FINANCIAL IMPACT

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

September 30, 2018

	<u>General Fund</u>
Assets:	
Program Receivable	\$ 1,128,397
Total Assets	\$ 1,128,397
Liabilities:	
Accounts Payable	\$ 140,057
Due to Transportation Authority	117,089
Total Liabilities	\$ 257,146
Deferred Inflows of Resources:	
Unavailable Program Revenues	\$ 871,251
Fund Balances (Deficit):	
Total Fund Balances (Deficit)	\$ -
Total Liabilities, Deferred Inflows of Resources, and Fund Balances	\$ 1,128,397



TREASURE ISLAND MOBILITY MANAGEMENT AGENCY
ATTACHMENT 2

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

For the Three Months Ending September 30, 2018

	General Fund	Adopted Budget Fiscal Year 2018/19	Variance with Proposed Budget Positive (Negative)
Revenues:			
Program Revenue	\$ 257,146	\$ 875,163	\$ (618,017)
Total Revenues	\$ 257,146	\$ 875,163	\$ (618,017)
Expenditures:			
Personnel Expenditures	\$ 129,927	\$ 215,532	\$ 85,605
Non-personnel Expenditures	479	15,351	14,872
Technical Professional Services	83,695	644,280	560,585
Total Expenditures	\$ 214,101	\$ 875,163	\$ 661,062
Excess of Revenues over Expenditures	\$ 43,045	\$ -	\$ 43,045
Other financing sources (uses):			
Transfer Out to Transportation Authority	\$ (43,045)		
Net Change in Fund Balances	\$ -		
Fund Balances (Deficit), Beginning	-		
Fund Balances (Deficit), End of the Period	\$ -		