



TREASURE ISLAND  
MOBILITY MANAGEMENT AGENCY

1455 Market Street, 22ND Floor, San Francisco, CA 94103 415-522-4800 info@timma.org www.timma.org

# AGENDA

**TREASURE ISLAND MOBILITY MANAGEMENT AGENCY  
Committee Meeting Notice**

**Date:** Tuesday, September 21, 2021; 11:00 a.m.

**Location:** Watch SF Cable Channel 26

Watch [www.sfgovtv.org](http://www.sfgovtv.org)

**PUBLIC COMMENT CALL-IN:** 1 (415) 655-0001; Access Code: 146 615 4990 # #

To make public comment on an item, when the item is called, dial '\*3' to be added to the queue to speak. Do not press \*3 again or you will be removed from the queue. When the system says your line is unmuted, the live operator will advise that you will be allowed 2 minutes to speak. When your 2 minutes are up, we will move on to the next caller. Calls will be taken in the order in which they are received.

**Commissioners:** Haney (Chair), Mandelman (Vice Chair), and Ronen

**Clerk:** Britney Milton

**Remote Access to Information and Participation:**

In accordance with Governor Gavin Newsom’s statewide order for rolling back certain provisions of the Governor’s COVID-19-related Executive Orders - video conferencing and teleconferencing exceptions to the Brown Act remain in effect until September 30, 2021. Pursuant to the lifted restrictions on video conferencing and teleconferencing, the Treasure Island Municipal Management Agency (TIMMA) Meetings will be convened remotely and allow for remote public comment. Members of the public are encouraged to stream the live meeting using the link above or listen via the public comment call-in line. Written public comment may be submitted prior to the meeting by emailing the Clerk of the Transportation Authority at [clerk@sfcta.org](mailto:clerk@sfcta.org) or sending written comments to Clerk of the Transportation Authority, 1455 Market Street, 22nd Floor, San Francisco, CA 94103. Written comments received by 8 a.m. on the day of the meeting will be distributed to Committee members before the meeting begins.

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1. Roll Call	
2. Approve the Minutes of the June 15, 2021 Meeting - <b>ACTION*</b>	3
3. Recommend Approval of Toll Affordability Program Business and Worker Recommendations – <b>ACTION*</b>	7

## TIMMA Committee Meeting Agenda

**Other Items****4. 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.

**5. Public Comment****6. 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 Transportation 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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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, June 15, 2021

### 1. Roll Call

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

**Present at Roll Call:** Commissioners Haney, Mandelman, and Ronen (3)

**Absent:** none (0)

### 2. Approve the Minutes of the March 16, 2021 Meeting - ACTION

There was no public comment.

Chair Haney moved to approve the minutes.

The item was approved without objection by the following vote:

Ayes: Commissioners Haney, Mandelman, and Ronen (3)

Absent: (0)

### 3. Recommend Amendment of the Adopted Fiscal Year 2020/21 Budget to Decrease Revenues by \$256,205, Decrease Expenditures by \$263,640 and Decrease Other Financing Sources by \$7,435 - ACTION

Cynthia Fong, Deputy Director for Finance & Administration, presented the item.

There was no public comment.

Chair Haney moved to approve the item, seconded by Commissioner Ronen.

The motion was approved without objection by the following vote:

Ayes: Commissioners Haney, Mandelman, and Ronen (3)

Absent: (0)

### 4. Toll Policy Outreach Update - INFORMATION

Rachel Hiatt, Assistant Deputy Director for Planning, presented the item per the staff memorandum.

Chair Haney asked given the difference of opinion of people's preferences, how a staff recommendation would be reached and asked if there was any possibility of a hybrid model, in terms of tags versus license plate approach. Ms. Hiatt confirmed that there would be a possibility of a hybrid model and staff would present the option to the committee at a future meeting.

Chair Haney asked how service providers that have shuttles, vans and other vehicles that go back and forth during the day would be incorporated into the toll policy. Ms. Hiatt answered that High Occupancy Vehicles like shuttles and vans would be exempted from the toll. She continued by



saying that lower occupancy, private vehicles going back and forth for service purposes are an example of the types of considerations that staff would like to incorporate into the amount of the subsidy, along with employee commutes. She said staff is seeking more input through outreach to inform an estimate of what the subsidy amount could be and would bring options back to the committee at a future meeting.

Chair Haney asked how a High Occupancy Vehicle or van pool is defined. Ms. Hiatt answered that staff was using the Metropolitan Transportation Commission's regional definition of a van pool which is seven plus including the driver.

Chair Haney asked for confirmation that the outreach was still ongoing for establishing the payment methods for tolling, such as cash versus tags. Ms. Hiatt affirmed.

There was no public comment.

**5. Recommend Adoption of the Proposed Fiscal Year 2021/22 Annual Budget and Work Program - ACTION**

Cynthia Fong, Deputy Director for Finance & Administration, and Rachel Hiatt, Assistant Deputy Director for Planning, both presented the item.

There was no public comment.

Chair Haney moved to approve the item, seconded by Commissioner Ronen.

The motion was approved without objection by the following vote:

Ayes: Commissioners Haney, Mandelman, and Ronen (3)

Absent: (0)

**6. Recommend Approval of the Memorandum of Understanding between Treasure Island Mobility Management Agency and Water Emergency Transportation Authority - ACTION**

Priyoti Ahmed, Senior Transportation Planner, presented the item.

Chair Haney thanked staff for their work and commented that he was excited to see the ferry and other aspects of the transportation plan to move forward.

There was no public comment.

Chair Haney moved to approve the item, seconded by Commissioner Ronen.

The motion was approved without objection by the following vote:

Ayes: Commissioners Haney, Mandelman, and Ronen (3)

Absent: (0)

**7. Internal Accounting Report for the Nine Months Ending March 31, 2021 - INFORMATION**

Cynthia Fong, Deputy Director for Finance & Administration, presented the item.

There was no public comment.

**Other Items**

**8. Introduction of New Items - INFORMATION**



Chair Haney requested that staff develop a Prop K sales tax Neighborhood Transportation Improvement Program (NTIP) planning request to study Treasure Island resident and worker transportation needs, to advocate for transit improvements, and to develop a plan for supplemental transportation options to fill identified gaps in service. He noted that Treasure Island is a unique neighborhood with residents reliant on travel over the Bay Bridge to access resources and services like health care, groceries and more. He elaborated that staff identified Treasure Island as a Community of Concern with 33% of the population without access to a vehicle for off-island trips. He commented that the only public transportation option is the Muni route 25 bus with one stop in downtown San Francisco, requiring multiple Muni transfers and placing a burden on residents with long and complicated travel to and from the island for what should be simple trips. Chair Haney continued that with the planned redevelopment of the island the population was expected to grow from 2,000 to up to approximately 20,000, and this necessitated an updated analysis of transportation needs to address the immediate needs for transit improvement services and supplemental transportation options to serve low-income residents and workers with little or no access to a vehicle. He noted that there is a longer-term plan for phasing in improvements, but there needs to be more immediate improvements. He asked that the plan be developed in partnership with the island residents, workers, and service providers.

There was no public comment.

**9. Public Comment**

There was no general public comment.

**10. Adjournment**

The meeting was adjourned at 11:45 a.m.

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Memorandum

AGENDA ITEM 3

DATE: September 17, 2021
TO: Treasure Island Mobility Management Agency Committee
FROM: Rachel Hiatt - Acting Deputy Director for Planning
SUBJECT: 09/21/21 Committee Meeting: Recommend Approval of Toll Affordability Program Business and Worker Recommendations

Table with 2 columns: Recommendation/Summary and Action items. Includes checkboxes for Fund Allocation, Fund Programming, Policy/Legislation, Plan/Study, Capital Project Oversight/Delivery, Budget/Finance, Contract/Agreement, and Other.

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 Development Agreement (DDA) with Treasure Island Community Development, as well as the Treasure Island

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Transportation Implementation Plan (TITIP). 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 (Leno)), is to implement the TITIP.

The TITIP 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. The TITIP establishes two performance goals for the program, specifically that at least half the residential trips on/off are made by transit and the program raise the revenues needed to pay for the planned regional transit service levels. AB 981 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 TITIP and recommended a subset of toll policies (including on the tolled population and high-occupancy vehicle definition) for the Island based on demand forecasting, financial analysis, and stakeholder input. The Study also recommended the development of an Affordability Program.

On November 21, 2018, the TIMMA Committee recommended approval of the Treasure Island Transit Pass, Toll Policy, and Affordability Program. This recommendation encompassed the remaining toll policies not adopted in 2016, including toll level, hours of operation, and discounts for current and future low-income households. On December 11, 2018, the TIMMA Board elected to continue the item, pending further outreach and analysis of additional policy options.

On November 19, 2019, the TIMMA Board approved Resolution 20-03, establishing a toll exemption for current residents, with implementation details to be proposed and adopted as part of future Toll System Business Rules. Financial analysis indicates that a toll exemption for current residents will require additional revenues of up to \$3 million per year over a 15 to 20-year program buildout period, depending on toll rate level. Resolution 20-03 allows for a revision of the policy, pending an evaluation into its effectiveness, at the midpoint (4,000th unit) of the Development Project.

On November 17, 2020, we presented Toll Affordability Program options to the TIMMA Committee, including mobility support for critical housing and food services. We described the next step as outreach to current residents, businesses, and workers. We also proposed to further develop the toll policy (base toll for future travelers, including future low-income travelers), consistent with the direction of the Downtown San Francisco Congestion Pricing Study.



**DISCUSSION**

We are recommending the second in a series of policy actions through the end of 2021 to complete the Treasure Island congestion pricing program, as the first new units are being sold, to implement a Federal Advanced Traffic and Congestion Management Technologies Deployment (ATCMTD) grant we received in 2016 and in order to meet our schedule to initiate tolling-funded ferry and transit service in mid-2024.

**Public Feedback 2020-2021.** Public and Board feedback received through 2020 and 2021 indicated that preferences among the options offered by staff varied significantly across and within employers. In addition, feedback identified additional considerations that have shaped the recommendations. These include expected expenses related to employee commutes; delivery costs; customer perceptions; and barriers to access for clients of the non-profits located on Treasure Island. Feedback also called for more analysis of related policies such as transit service levels, funding options, and economic effects.

**Eligibility.** Not-for profit employers, including but not limited to all One Treasure Island member organizations, shall be eligible for this Program. In addition, food distribution and service establishments shall be eligible. Based on information from the Treasure Island Development Authority (TIDA), staff estimates that approximately 15 employers are eligible. The Coast Guard operates on the Islands and are federally exempted.

**Program Definition.** TIMMA shall provide a periodic (e.g., quarterly) flexible toll subsidy to each eligible employer. The amount of the subsidy will be based on the number of full-time employees (FTEs). Employers shall distribute the subsidy (in the form of cash) to employees and other travelers, giving priority to compensation for low-income employees. The remaining balance may be used to compensate deliveries, vendors, and/or customers. The estimated subsidy amount per employer is shown in Table 1.

Table 1. Estimated Subsidy per Employer

NUMBER OF EMPLOYEES	EMPLOYEE COMMUTES	FLEXIBLE BALANCE*	ANNUAL TOTAL
5	\$12,000	\$3,000	\$15,000
10	\$24,000	\$6,000	\$30,000
15	\$36,000	\$9,000	\$45,000
25	\$60,000	\$15,000	\$75,000
*Flexible balance for non-employee uses			

Employers may, at their discretion, use the subsidy to provide FasTrak toll tag account value for their employees or others. TIMMA will provide technical assistance to employers in obtaining FasTrak accounts and toll tags through the Bay Area Toll Authority (BATA).

Program participation will require an Operating Agreement between the Employer and TIMMA. This Operating Agreement will identify terms including auditing compliance requirements.

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Finally, staff will collaborate with Program participants to evaluate and adjust the Program after 12 months to improve efficiency. Like the current resident exemption, this Program includes a revision of the policy, pending an evaluation into its effectiveness, at the midpoint (4,000th unit) of the Development Project.

**Program Costs:** This Program is estimated at a cost to TIMMA approximating \$3.6 million over a 5-year period, depending on toll rate level. The Program’s estimated direct cost to TIMMA is provided in Table 2.

Table 2. Estimated Program Direct Cost to TIMMA

EMPLOYER SIZE	NUMBER OF EMPLOYERS	ANNUAL TOTAL	5 YEAR TOTAL
5 employees or fewer	3	Up to \$48,750	\$243,750
6 - 15 employees	8	\$273,000	\$1,365,000
16+ employees	4	\$289,000	\$1,446,250
TIMMA administrative costs		\$108,000	\$540,000
<b>TOTAL</b>	<b>15</b>	<b>\$719,000</b>	<b>\$3,595,000</b>

Together with the 2019 toll exemption for current residents, these policies create an additional program funding need to be addressed in program financial plans and future base toll policy actions anticipated in fall 2021. Potential funding strategies for closing the program’s funding gap include: CARB/Strategic Growth Council’s Transformative Climate Communities, Bay Area Air Quality Management District Trip Reduction program, MTC Climate Initiative and Regional Measure 3 Toll Program, and Federal Ferryboat Program and regionally administered Congestion Mitigation and Air Quality funds.

**Administration Challenges.** This Program will incur administrative and enforcement costs or requirements on both the program participants as well as TIMMA; those costs are included in the above direct cost estimate. The specific implementation requirements will be determined through the development and execution of Operating Agreements between TIMMA and each employer. The following are some of the administrative and enforcement requirements that will be considered in the Agreements:

- Participant eligibility verification. TIMMA will need to verify employers for eligibility, in partnership with TIDA.
- Audit Compliance. Operating Agreements will include terms for audit compliance, such as protocols for providing proof of employment.
- Employers may opt to use the subsidy to provide FasTrak toll tags and toll tag account value for their employees or other travelers. TIMMA will provide technical support and assistance to employers in establishing employer FasTrak accounts and obtaining toll tags through the Bay Area Toll Authority (BATA).

## Agenda Item 3

**Remaining Base Toll Policy and Next Steps.** The TIMMA Board has previously adopted policy for toll direction (bi-directional) and HOV treatment (transit and registered shuttles and vanpool vehicles are exempt). The TIMMA Board will consider several additional aspects of program Base Toll Policy this fall, including: toll level/rate; hours of operation; and additional exemptions or discounts for future low-income travelers. We anticipate bringing Base Toll Policy recommendations to the TIMMA Board in October 2021 with expected adoption in December 2021.

**FINANCIAL IMPACT**

There is no financial impact to TIMMA's adopted FY 2021/22 budget from the requested action. As noted above, if the Board approves the recommended Toll Affordability Program for businesses and workers, it will increase the program funding gap over five years by \$3.6 million. This fall we anticipate bringing the Base Toll Policy Recommendations to the Committee as in information item, targeting December approval. At that time, we will bring an updated financial analysis accompanied by a funding plan for the first 10 years of operation.

**SUPPLEMENTAL MATERIALS**

None