



**TREASURE ISLAND  
MOBILITY MANAGEMENT AGENCY**

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# DRAFT MINUTES

## **TREASURE ISLAND MOBILITY MANAGEMENT AGENCY COMMITTEE**

Tuesday, November 9, 2021

### **1. Roll Call**

Chair Haney called the meeting to order at 9:05 a.m.

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

**Absent:** none (0)

### **2. Approve Resolution Making Findings to Allow Teleconferenced Meetings Under California Government Code Section 54953(e) - ACTION**

Neal Parish, Wendel Rosen LLP, presented the item.

There was no public comment.

Chair Haney moved to approve the teleconferencing resolution, seconded by Commissioner Mandelman.

The item was approved without objection by the following vote:

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

Absent: (0)

### **3. Approve the Minutes of the September 21, 2021 Meeting - ACTION**

There was no public comment.

Chair Haney moved to approve the minutes, seconded by Commissioner Mandelman.

The item was approved without objection by the following vote:

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

Absent: (0)

### **4. Ferry Service Planning Updates - INFORMATION**

Yana Waldman, Assistant Deputy Director for Capital Projects, presented the item per the staff memorandum.

Chair Haney asked whether fair discounts were being considered for current residents.

Rachel Hiatt, Acting Deputy Director for Planning, answered that discounts would be provided through transit passes.

During public comment, Jim Mirowsky asked who would be covering the cost of private ferry. Chair Haney asked staff to answer the public comment question. Kevin Griffith of Treasure Island Community Development (TICD) clarified that interim ferry service would be 100% subsidized by TICD, including the \$5 fare, which is in addition to TICD support after the launch of the



permanent service. Chair Haney said he was pleased to see the start of the ferry service program and would be watching closely to ensure it is accessible to everyone, especially residents. He asked that staff use it as an opportunity to learn and track how the program progresses.

## **5. Transit, Base Toll, and Discount Policy Draft Recommendations - INFORMATION**

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

Chair Haney asked staff to characterize the feedback received regarding the item, how it has impacted the current proposal, and what were the ongoing concerns. Ms. Hiatt answered that the biggest concern was around affordability, not just for but also low-income visitors to the island and low-income workers on the island; and staff had adjusted the program to make discounts available to all low-income travelers.

Chair Haney asked how staff was ensuring that the affordability program was made accessible to people who should qualify as low or moderate/middle income. Ms. Hiatt answered that the system was being tested as a pilot program in the East Bay by the Bay Area Toll Authority to evaluate its usability, and that drivers would have to sign up for a FasTrak account to receive the toll discount. She further commented that the threshold for eligibility was deliberately aligned with eligibility for programs like below-market rate housing, public utilities CARE program, and Muni's Lifeline program.

During public comment, Ross Libenson spoke against charging toll for public access to the island for non-motorized recreational use and spoke about San Francisco Bay Conservation Development Commission permitting.

A caller echoed the comments of the previous caller and said that charging the public a toll for recreational access was inconsistent with the California State Lands Commission settlement, as well as a burden for those already paying bridge tolls to get to the island.

Steve Stallone with Treasure Island Organizing Committee and Treasure Island Wines objected to the previously passed subsidy program for businesses, which excluded most Treasure Island businesses for qualification.

Jim Mirowsky with Treasure Island Organizing Committee commented that the information about the toll should be presented more clearly, not just one-way fees but also both directions, considering this would be the only toll in the Bay Area that charges for traveling in both directions.

William Robinson with San Francisco Board Sailing Association said that charging the public a toll for recreational access was inconsistent with the California State Lands Commission settlement, that water recreation users needed vehicles to carry equipment to the island during peak periods for the most advantageous access time, and his organization provided support to underprivileged youth.

Tom Gansbury asked the agency to waive the toll for water sports users, stating the toll was excessive especially since Treasure Island Development Agency (TIDA) has provided no amenities, and that it was not feasible to carry equipment on public transit.

Chair Haney asked for clarification on the toll fees per the public comment. Ms. Hiatt confirmed that the toll would be charged in both directions, which was adopted by the TIMMA Board in 2016. Chair Haney asked when the toll would go into effect. Ms. Hiatt answered in 2024.



Chair Haney asked if there was anything being offered to those who conduct recreation activities on the island. Ms. Hiatt answered that anyone who made 120% of the area medium income or below (majority of Bay Area population) would qualify for the toll discount of 50% or the exemption for very low income travelers.

Chair Haney asked what the process and timeline was to finalize the toll policy.

Ms. Hiatt answered that staff would bring back the recommendations to the committee potentially in December after the outreach event in November.

Chair Haney asked Ms. Hiatt to clarify the definition of businesses that qualify for the toll subsidy.

Ms. Hiatt answered that all non-profits and three resident-serving food services were the eligible businesses, the restaurants and the market and deli. She stated that staff asked TIDA to consider lease costs to employers or workers that don't qualify for the program. She also emphasized that toll discounts would be available for any future traveler.

Chair Haney asked why some businesses like wineries did not fall under the definition of food services.

Ms. Hiatt answered that it was based on TIDA's guidance on resident serving businesses on the island.

Chair Haney commented that residents were being served in the longstanding wineries and breweries on the island as well and would follow up with staff on why the business were being excluded from the toll subsidy benefits and that he was not sure he supported that approach.

## **6. Program Cost and Funding Strategy - INFORMATION**

Suany Chough, consulting project manager to TIMMA, presented the item.

Chair Haney commented that all parties involved - such as TIMMA, the City, the state, would have to work together to ensure these projects were financially sustainable.

During public comment, Jim Mirowsky asked that since there was a shortfall, why not push back the implementation of the toll until it makes more sense financially to build that system and subsidize the ferry and bus service for the first five years to make it more affordable to everyone traveling to and from the island.

## **Other Items**

### **7. Introduction of New Items - INFORMATION**

There were no new items introduced.

### **8. Public Comment**

During general public comment, a member with Treasure Island Organizing Committee asked what the frequency of the ferry service would be and if day passes would be good for two hours to connect with other public transit.

Steve Stallone with Treasure Island Organizing Committee asked if union crews would be used to operate the ferry service.

Jim Mirowsky with Treasure Island Organizing Committee urged the Committee and TIDA to watch and participate in the agency outreach sessions because staff couldn't answer some of the questions the public had about economic impact on the island businesses and community.



Aleta Dupree commented about offering an electric powered ferry for traveling to and from the island, and said that access to the island should be free for residents.

Chair Haney asked where people could find information about the ferry and timeline. Mr. Griffith answered that Treasure Island Community Development (TICD) was still finalizing the schedule and would not yet publish details for the next several weeks but could say that the ferry would potentially operate with 30 minute increments during peak hours and one to two hour increments during non-peak hours and weekends.

Chair Haney asked if the ferry service was run by a union operator.

Mr. Griffith confirmed that it would be 100% operated by a union operator.

## **9. Adjournment**

The meeting was adjourned at 10:18 a.m.