

Treasure Island Development Program Congestion Pricing Program Update

June 25, 2019



Congestion Pricing Background

- Congestion pricing was anticipated in the 1996 Base Reuse Plan and has been an integral part of redeveloping the island through the subsequent planning and environmental work

For residential development, a plan to limit auto usage on Treasure Island must be developed prior to granting entitlements for new development. Elements of the plan should include limits on parking (including pricing of parking), Transportation Demand Management measures such as road pricing/tolls for auto access to the island, and community design and land use planning techniques that integrate support services (i.e., schools, parks, retail) into the development.

- Naval Station Treasure Island Reuse Plan, July 1996, page 110

- Congestion pricing continued to be element of subsequent analysis and plans endorsed or approved by the TIDA Board and Board of Supervisors

Environmental Evaluation

- Congestion pricing was part of the defined project in Final Environmental Impact Review
- Under the California Environmental Quality Act, the project cannot move forward without congestion pricing
 - Would no longer be implementing the environmentally evaluated and approved project
- Design of on island roadway network anticipates impacts of tolling on automobile demand and ramp queueing

Transportation Implementation Plan

- Congestion pricing is a critical source of funding for ferry, AC Transit, on-island shuttle, and other transportation programs, but is more than just a source of funds
 - Discourages automobile use
 - Increases the relative attractiveness of transit
 - Mitigates the impact of automobile trips on the Bay Bridge and island roadway network
- Treasure Island Mobility Management Agency to administer congestion pricing program and other transportation demand management programs
 - Monitor program and make changes as required to meet program objectives
- Expected to be implemented in the first phase of development

Congestion Pricing

- The development plan for Treasure Island and Yerba Buena Island is the result of a robust public process spanning more than two decades
- Balances land use, transportation and sustainability in a comprehensive and forward-thinking program
- This approach and the island's unique location have required the adoption of some measures like congestion pricing that, while not unprecedented, are new to the Bay Area
- The challenge before the TIMMA and TIDA is to determine how to implement congestion pricing in a manner that achieves the goals and objectives of the long-term development of the island while recognizing the challenges that the program presents to current residents and businesses

Treasure Island Mobility Management Program

2019 Work Program and Outreach Approach

TIMMA Board

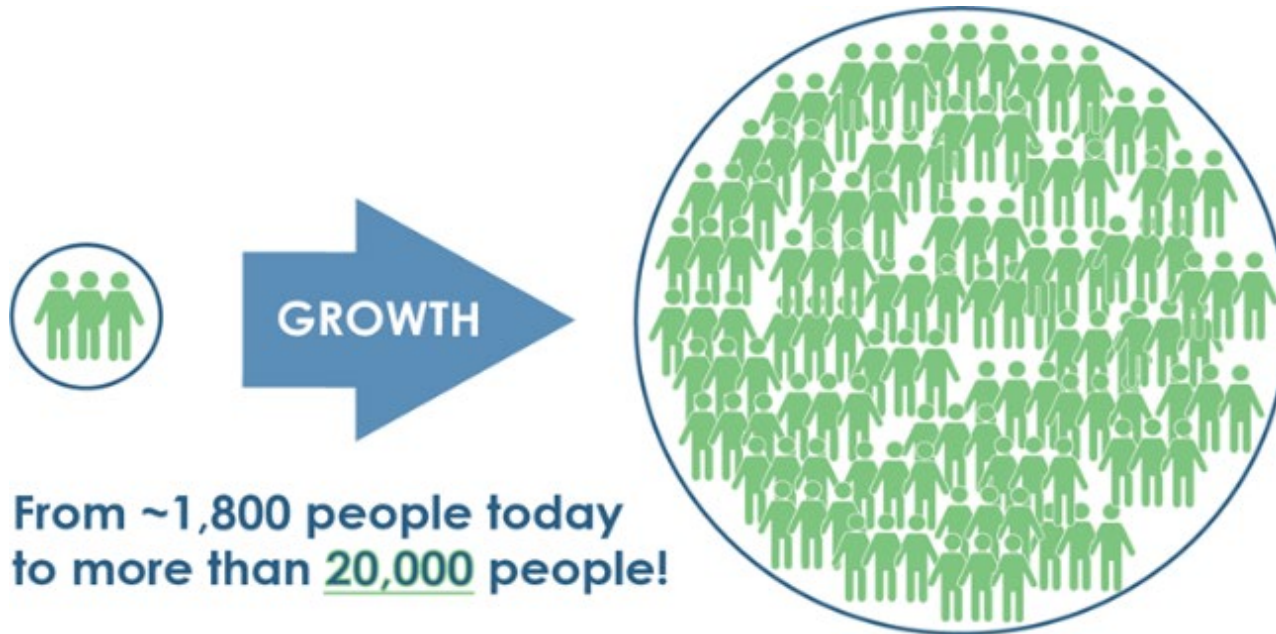
Agenda Item 7



TREASURE ISLAND MOBILITY MANAGEMENT AGENCY

June 25, 2019

Avoiding Island Gridlock



Island Mobility Goals

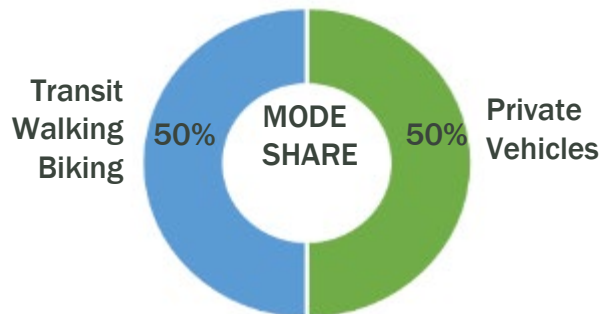
- ▶ Incentivize transit, walking, and biking



- ▶ Discourage use of private vehicles through tolling and paid parking



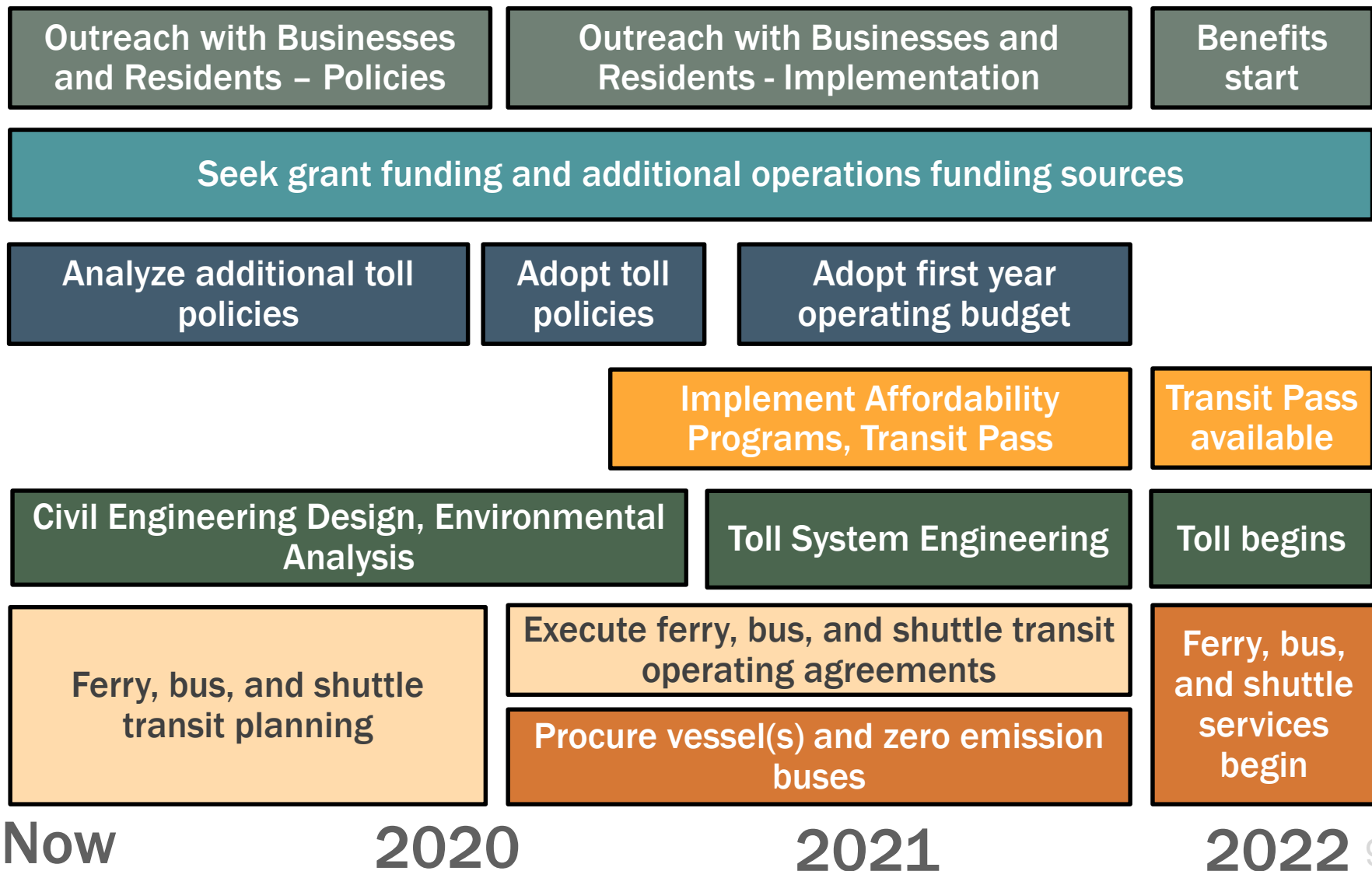
- ▶ Performance Targets



Key Outcomes:

- ✓ Limit impacts to Bay Bridge & Island traffic
- ✓ Improve transit service
- ✓ Pay for improved transit service
- ✓ Support affordability for low income families

TIMMA Schedule Overview



Outreach Approach



Collaboration with Businesses

- ▶ Working sessions planned this Summer 2019
- ▶ Co-creation of commute and affordability benefits
- ▶ Co-creation Committee of interested businesses, open to all
- ▶ Open Houses anticipated Fall 2019
- ▶ Share revised toll policy, affordability program recommendations

Outreach to Residents

- ▶ Open Houses anticipated Fall 2019
- ▶ Share findings from Additional Policy Analysis
- ▶ Share revised toll policy, affordability program recommendations

Grant Fund Update



Federal “Advanced Transportation and Congestion Management Technologies Deployment” (ATCMTD) Grant

- ▶ \$5M for Toll System Design & Installation
- ▶ \$0.3M for Autonomous Shuttle Pilot

Other Grant Opportunities

- ▶ State Affordable Housing and Sustainable Communities: Grant Awarded: \$15M in affordable housing, \$5M for ZEV Bus, on-Island bike path
- ▶ Regional Priority Conservation Area: Application submitted for on-Island bike path
- ▶ Regional Measure 3: Discussions underway with Bay Area Toll Authority

Transit Planning



Transit Pass Design

- ▶ Design efforts including Mobility As A Service (MAAS) efforts underway

Ferry Service Planning

- ▶ Presentations to WETA Board in February and April
- ▶ Ferry service planning underway

Autonomous Vehicle (AV) Shuttle Pilot

- ▶ Goals and Objectives under development
- ▶ Key work product: Concept of Operations
- ▶ Stakeholder engagement later this year

Toll Policy Analysis



Additional Policy Options

- ▶ Toll exemption for current residents
- ▶ Free transit passes for current residents and workers
- ▶ Commute benefits for workers

Analysis Considerations

- ▶ Mode share projections
- ▶ Financial effects (additional subsidy required)
- ▶ Equity and affordability

Toll Engineering Activities



Civil Engineering Design

- ▶ Coordinated with engineering design of Southgate Road, Macalla Road, and West Side Bridges

Environmental Analysis

- ▶ CEQA findings adopted by Board in 2011
- ▶ National Environmental Policy Act (NEPA) required

FY2019-20 Major Work Efforts

An aerial photograph of a coastal city, likely San Francisco, showing a large body of water (the bay) in the background, mountains, and a marina filled with boats in the foreground. The city buildings are visible in the middle ground.

Outreach Activities

Funding Strategy

Transit Pass Design

Ferry Transit Service Plan

Toll Civil Engineering Designs

NEPA Document

Toll Policy and Affordability Program

Thank You!



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