UPDATE ON
Treasure Island Program
and Ferry Service Planning
History and Timeline

MOBILITY PLAN IMPLEMENTATION TIMELINE

- **2006**: First Transportation Plan developed
- **2008**: State legislation authorizes Treasure Island toll
- **2011**: Treasure Island Development Agreement executed, mandating toll
- **2016**: TIMMA Board approves initial toll policies
- **2020**: Toll Policies Proposed for Approval
- **2021**: First Occupancy
- **2022**: Completion of infrastructure. Start of new and expanded transit, tolling, and affordability program
- **2035**: Full Buildout of Treasure Island Housing Complete
Figure 1.1.a Perspective view of Treasure Island
Island Mobility Goals

Incentivize transit, walking, biking

Discourage use of private cars through toll and paid parking

Meet 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
Planned Transit Improvements

- New On-Island Shuttle
- New Ferry to San Francisco
- New Bus to Oakland
- New Bus to Transbay Terminal
- New Bus to SF Civic Center
Board Actions Scheduled for 2020

Approval of:

- Toll Policies
- Affordability Program
- TDM Program and Transit Plan
Toll Policy Elements

Key Policy Elements Anticipated To Be Adopted Mid-2020

- Toll Rates and Hours of Operation
- Toll Discounts and Exemptions

Input From Stakeholders and Island Residents Will Help Guide Policy Development

Toll Revenue Will Be Primary Long-Term Revenue Source for Program
Additional Program Elements

Affordability Program
- Discounts and Incentives for Residents and Businesses

Transit Pass Program (Muni, Ferry, East Bay Transit)
- Required for Market Rate HH
- Available to BMR and potentially others at 50% discount

Transit Service Plans
- MUNI
- On-Island Shuttle
- Eastbay Transit Service
- New Clean (100% Electric) Ferry Service

Services Phased In as Development Buildout Progresses
Supporting Infrastructure Funded By Developer

- Waterside Improvements: Breakwater, Gangway, Float
- Ferry Plaza, Shelters, Restrooms, Ticketing
- Bus and Shuttle Facilities

Total Investment: $70 million

Terminal Scheduled for Completion Mid-2021
Ferry Terminal

1. FLOAT
2. GANGWAY
3. PIER
4. PLAZA
5. SHELTER
6. NORTH BREAKWATER
7. SOUTH BREAKWATER
8. SHORELINE IMPROVEMENTS
Waterfront Plaza
Ferry Terminal Gangplank

Figure 4.19 Ferry Terminal Gangplank Bird’s Eye View
Figure 4.7 Waterfront Plaza Illustrative Plan
TIMMA Program Launch

- TIMMA Program Launch 2022:
  - Tolling, Shuttle, East Bay Transit, Affordability
- Clean Ferry Service Launch
  Anticipated Mid-2023
- Key Revenue Sources: Toll Revenue, Developer Subsidy, Capital Grants
- Developer Subsidy: $30M to Support TIMMA Program Operations
Ferry Service Planning: Operations

- Initial Ferry Service Planned for Weekday Peak Period Only
- Service Levels Dependent on Available Revenues
- 100 Passenger Vessels Assumed for Initial Service
  - Would serve as near term SFOBB bike link to SF
- Service Expansion as Island Population Grows
Ferry Service Planning: Next Steps

Pursue Additional Capital and Operations Funds
- State TIRCP (SB1/Cap and Trade) Funding
- Air District
- Other State & Federal Funds

TIMMA/WETA MOU
- Coordinate Service Planning
- Seek Funding
- Roles and Responsibilities for Planning & Operations

Finalize Initial Service Plan
- Service Levels and Schedule
- Fare Structure

Operating Agreements
Thank you. Any Questions?

Eric Cordoba
Deputy Director for Capital Projects
415.522.4829
eric.cordoba@sfcta.org

www.timma.org