



## TREASURE ISLAND MOBILITY MANAGEMENT AGENCY

1455 Market Street, 22ND Floor, San Francisco, CA 94103

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# AGENDA

## TREASURE ISLAND MOBILITY MANAGEMENT AGENCY Committee Meeting Notice

**Date:** Tuesday, November 9, 2021; 9:00 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: 2495 403 1502 # #

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:

This meeting will be held remotely and will allow for remote public comment pursuant to AB 361, which amended the Brown Act to include Government Code Section 54953(e) and empowers local legislative bodies to convene by teleconferencing technology during a proclaimed state of emergency under the State Emergency Services Act so long as certain conditions are met.

Members of the public are encouraged to watch SF Cable Channel 26 or visit the SFGovTV website ([www.sfgovtv.org](http://www.sfgovtv.org)) to stream the live meetings or watch them on demand. 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.

- |  | Page |
|--|------|
| 1. Roll Call   |      |
| 2. Approve Resolution Making Findings to Allow Teleconferenced Meetings Under California Government Code Section 54953(e) - <b>ACTION*</b> | 3    |
| 3. Approve the Minutes of the September 21, 2021 Meeting - <b>ACTION*</b>  | 7    |

## TIMMA Committee Meeting Agenda

- |    |   |    |
|----|---|----|
| 4. | Ferry Service Planning Updates - <b>INFORMATION*</b>                                | 9  |
| 5. | Transit, Base Toll, and Discount Policy Draft Recommendations - <b>INFORMATION*</b> | 27 |
| 6. | Program Cost and Funding Strategy - <b>INFORMATION*</b>                             | 47 |

**Other Items**

7. 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.

8. Public Comment
9. Adjournment

**\*Additional Materials**

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If a quorum of the TIMMA Board is present, it constitutes a Special Meeting of the TIMMA 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.

The meeting proceedings can be viewed live or on demand after the meeting at [www.sfgovtv.org](http://www.sfgovtv.org). To know the exact cablecast times for weekend viewing, please call SFGovTV at (415) 554-4188 on Friday when the cablecast times have been determined.

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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.

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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RESOLUTION MAKING FINDINGS TO ALLOW TELECONFERENCED MEETINGS OF THE  
TREASURE ISLAND MOBILITY MANAGEMENT AGENCY COMMITTEE UNDER CALIFORNIA  
GOVERNMENT CODE SECTION 54953(e)

WHEREAS, California Government Code Section 54953(e) empowers local legislative bodies to convene by teleconferencing technology during a proclaimed state of emergency under the State Emergency Services Act so long as certain conditions are met; and

WHEREAS, In March, 2020, the Governor of the State of California proclaimed a state of emergency in California in connection with the Coronavirus Disease 2019 (COVID-19) pandemic, and that state of emergency remains in effect; and

WHEREAS, In February 25, 2020, the Mayor of the City and County of San Francisco (City) declared a local emergency, and on March 6, 2020, the City's Health Officer declared a local health emergency, and both those declarations also remain in effect; and

WHEREAS, On September 16, 2021, the Governor signed AB 361, a bill that amends the Brown Act to allow local legislative bodies to continue to meet by teleconferencing during a state of emergency without complying with restrictions in state law that would otherwise apply, provided that the legislative bodies make certain findings at least once every 30 days; and

WHEREAS, Federal, State, and local health officials emphasize the critical importance of vaccination and consistent mask-wearing to prevent the spread of COVID-19, and the City Health Officer has issued at least one order (Health Officer Order No. C19-07y, available online at [www.sfdph.org/healthorders](http://www.sfdph.org/healthorders)) and one directive (Health Officer Directive No. 2020-33i, available online at [www.sfdph.org/directives](http://www.sfdph.org/directives)) that continue to recommend measures to promote physical distancing and other social distancing measures, such as masking, in certain contexts; and

WHEREAS, The California Department of Industrial Relations Division of Occupational Safety and Health has promulgated Section 3205 of Title 8 of the California Code of Regulations, which requires most employers in California, including in the City, to train and



instruct employees about measures that can decrease the spread of COVID-19, including physical distancing and other social distancing measures; and

WHEREAS, Without limiting any requirements under applicable federal, state, or local pandemic-related rules, orders, or directives, the City's Department of Public Health, in coordination with the City's Health Officer, has advised that for group gatherings indoors, such as meetings of boards and commissions, people can increase safety and greatly reduce risks to the health and safety of attendees from COVID-19 by maximizing ventilation, wearing well-fitting masks (as required by Health Officer Order No. C19-07y), using physical distancing where the vaccination status of attendees is not known, and considering holding the meeting remotely if feasible, especially for long meetings, with any attendees with unknown vaccination status and where ventilation may not be optimal; and

WHEREAS, The Treasure Island Mobility Management Agency (TIMMA) Board and the TIMMA Committee have met remotely during the COVID-19 pandemic and can continue to do so in a manner that allows public participation and transparency while minimizing health risks to members, staff, and the public that would be present with in-person meetings while this emergency continues; and

WHEREAS, It is anticipated that the TIMMA Board will make findings to allow teleconferenced meetings under California Government Code Section 54953(e) that will cover its committees, including the TIMMA Committee, but the TIMMA Board has not yet had the opportunity to make such findings; now, therefore, be it

RESOLVED, That the TIMMA Committee finds as follows:

1. As described above, the State of California remains in a state of emergency due to the COVID-19 pandemic. At this meeting, the TIMMA Committee has considered the circumstances of the state of emergency.
2. As described above, State and City officials continue to recommend measures to promote physical distancing and other social distancing measures, in some settings.



3. As described above, because of the COVID-19 pandemic, conducting meetings of the TIMMA Committee in person would present imminent risks to the safety of attendees, and the state of emergency continues to directly impact the ability of members to meet safely in person; and, be it further

RESOLVED, That for at least the next 30 days, meetings of the TIMMA Committee will continue to occur exclusively by teleconferencing technology (and not by any in-person meetings or any other meetings with public access to the places where any legislative body member is present for the meeting). Such meetings of the TIMMA Committee that occur by teleconferencing technology will provide an opportunity for members of the public to address this body and will otherwise occur in a manner that protects the statutory and constitutional rights of parties and the members of the public attending the meeting via teleconferencing.

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# DRAFT MINUTES

## TREASURE ISLAND MOBILITY MANAGEMENT AGENCY COMMITTEE

Tuesday, September 21, 2021

### 1. Roll Call

Chair Haney called the meeting to order at 11:03 a.m.

**Present at Roll Call:** Commissioners Haney and Ronen (2)

**Absent:** Mandelman (entered during Item 2) (1)

### 2. Approve the Minutes of the June 15, 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)

### 3. Recommend Approval of Toll Affordability Program Business and Worker Recommendations - ACTION

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

Chair Haney asked staff to describe the feedback from businesses. He stated that he had heard previous concerns that there were non-employee costs and whether those would be covered. He asked whether there was consensus or concern from businesses and organizations about the recommendations.

Ms. Hiatt responded that staff had heard that there were needs beyond employee commutes, and the magnitude of costs varied a lot from employer to employer and business to business. Ms. Hiatt said that staff sought to respond to feedback by providing a flexible balance for any non-employee use, including trainees, deliveries, and other customer service providers, with an increase above the initial levels proposed. She said that consensus would be difficult because the breadth of preferences heard was pretty wide with a lot of varying preferences both within and across organizations, but there was more of a consensus on the form of the benefit. Ms. Hiatt also stated that there were concerns about the program as a whole, beyond the business subsidy: whether there will be enough transit service, whether the funding strategy is appropriate, about the timing, etc.

Chair Haney said that he appreciated the outreach and work that went into the proposal built upon analysis and review of the program progress, and recognized it was contingent upon building out a strong system of public transit that give people a lot of options to get on and off the island.



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)

#### **Other Items**

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

There were no new items introduced.

#### **5. Public Comment**

During public comment, Barkley Sanders asked if there was any federal requirement for environmental review to be done and where a report could be found for impacts of a toll on a predominantly low-income area.

#### **6. Adjournment**

The meeting was adjourned at 11:28 a.m.



# Ferry Service Planning Updates



TREASURE ISLAND  
MOBILITY MANAGEMENT AGENCY

Agenda Item #4  
November 9, 2021

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# Agenda

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1. Ferry Service Plan
2. Peer Ferry Service Overview
3. Fare Analysis
4. Electric Infrastructure Planning
5. Next Steps

# Planned Ferry Service

**Electric ferry service planned for mid 2024  
with the start of tolling**

- 100 Passenger Vessels assumed for Initial Service
  - Serves as near term SFOBB bike link to SF
- Service expansion as island population grows

**Interim ferry service planned for early 2022 by  
Developer**



# Projected Ferry Demand



## Average Daily Ridership

Model Year	Daily Trips	Direction	6-9 AM	9-3 Mid Day	3-7 PM
2025	797	WB	344	-	109
		EB	42	-	302
2035	3,320	WB	1,013	529	280
		EB	121	492	885
2040	4,390	WB	1,340	700	370
		EB	160	650	1,170

# Updated Ferry Demand

## 1. Increased Ferry Demand

- Recreational Demand
- Seasonal Demand

## 2. Proposed Service Plan

- Frequency
- Vessel Size



## RECREATONAL DEMAND

- **2025**
  - Weekday trip additions is 1%
  - Weekend trip additions is 3%
- **2030**
  - Weekday trip additions is 3%
  - Weekend trip additions: 9%
- **2035**
  - Weekday trip additions: 6%
  - Weekend trip additions: 18%
- **2040**
  - Weekday trip additions: 6%
  - Weekend trip additions: 18%

## SEASONAL DEMAND

- **Weekday**
  - Summer: 4.5% + increase
  - Winter: 4.1% - decrease
- **Weekend**
  - Summer: 37.8% + increase
  - Winter: 42.6% - decrease

# Updated Ferry Demand

## Frequency and Vessel Size Projections

Model Year	Service Frequency	Vessel Size	Number of Vessel(s)
2025	30-40 min	99 pax	1
2035	15 min	149 pax	2
2040	15 min	248 pax	2

# Treasure Island Ferry Service



## Service Alternatives Considered

Model Year	Frequency	Time of the Day	Vessel Size	Vessel Type
2025	30-40 min	Weekday - Peak Only	99 pax	Diesel
		Weekday & Weekend		
		Weekday - Peak Only	99 pax	Electric
		Weekday & Weekend		
	TBD	Weekday & Weekend	Interlining	Diesel
2035	15 min	Weekday & Weekend	149 pax	Electric
2040	15 min	Weekday & Weekend	248 pax	Electric



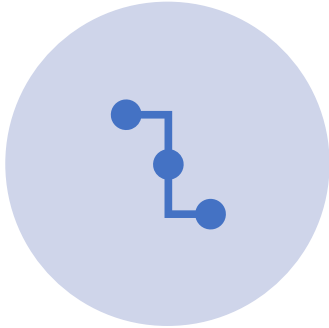
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## Peer Ferry Service Overview

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1. **Bay Area** – Golden Gate Ferry, WETA and Prop SF
2. **National** – North Carolina, Kitsap Transit, NYC Ferry, Staten Island Ferry
3. **International** – Transport Sydney Ferries

# 18 Peer Ferry Service - Takeaways



INTERLINING FERRY  
SERVICES WITH  
MULTIPLE SHORT-RUN  
DESTINATIONS



MULTIPLE FERRY TYPES  
PROVIDE A MORE ROBUST  
SERVICE PLAN



SERVICE TO CONNECTED  
INTEGRATED MULTI-  
MODAL TRANSIT  
NETWORKS

# Fare Revenue Analysis

## 1. Mode based fare comparison

- Oakland / San Francisco – Bus and Ferry
- Sausalito / San Francisco – Bus and Ferry

## 2. Farebox recovery ratio analysis

- Bay Area – WETA and GGT
- National - New York and Washington

## Mode Based Fare Comparison – Bus & Ferry

Origin / Destination	Ferry		Bus		Ferry/Bus Fare % Differences	
	Clipper	Cash	Clipper	Cash	Clipper	Cash
Sausalito/San Francisco (Golden Gate Transit)	\$7.50	\$14.00	\$6.40	\$8.00	17%	75%
Oakland/San Francisco (AC Transit/WETA)	\$ 6.50 \$4.50*	\$5.75	\$6.00	\$6.00	8% -25%*	-4%

### Source Notes:

(1) WETA fares: <https://sanfranciscobayferry.com/fares-tickets> & <https://sanfranciscobayferry.com/recovery>



(2) Golden Gate Fare Tables: <https://www.goldengate.org/bus/bus-fares-payment/fare-tables/>

(3) AC Transit Fares: <https://www.actransit.org/fares>

(4) Golden Gate (Sausalito, Larkspur) and WETA (Alameda/Oakland) service have no cash fare option; the paper ticket costs are used as placeholders for the cash costs

# Ferry Fare Analysis

## Farebox Recovery Ratios - Peer Case Studies

Ferry Service	Fiscal Year	Farebox Recovery
 <b>San Francisco Bay Ferry</b> <small>A SERVICE OF WETA</small>	2019	64%
 <b>NYC Ferry</b>	2019	24%
 <b>Ferry Connections</b> <small>Kitsap's Fast Ferries Future</small>	2019	26%
 <b>Washington State Ferries</b>	2017	78%

### Source Notes:

(1) <https://weta.sanfranciscobayferry.com/filebrowser/download/476> (2) <https://cbcny.org/research/nyc-ferry-comparative-analysis> (3) <https://www.psrc.org/sites/default/files/210127-pof-study-report-only.pdf> (4) [https://cbcny.org/sites/default/files/media/files/BLOG\\_ComparativeFerries\\_10072019.pdf](https://cbcny.org/sites/default/files/media/files/BLOG_ComparativeFerries_10072019.pdf)

## Current

- Treasure Island Muni 25 - \$2.50/Trip

## Proposed

- Treasure Island on/off Island Toll - \$5.00/Trip
- Treasure Island Transit Pass - \$150/Month
- Treasure Island Affordability Pass - \$75/Month

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# Electrical Infrastructure Planning

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1. Develop vessel charging infrastructure requirements - cost estimates
2. Investigate potential for Treasure Island charging hub with WETA
3. Pursue funding in partnership with WETA

- Refine ferry service plan, operations and maintenance needs
- Develop fare and subsidy recommendation
- Develop funding strategy/business plan
- Complete study by early 2022



# Thank you.



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# Memorandum

## AGENDA ITEM 5

**DATE:** October 21, 2021

**TO:** Treasure Island Mobility Management Agency Committee

**FROM:** Rachel Hiatt - Acting Deputy Director for Planning

**SUBJECT:** 11/9/21 Committee Meeting: Base Toll and Discount Policy Draft Recommendations

### RECOMMENDATION ☒ Information ☐ Action

This is an information item.

#### SUMMARY

We have prepared further travel demand forecasts and financial analyses of Treasure Island Mobility Management Program toll policy options. Based on these analyses and public feedback, we are recommending a Base Toll and Discount Policy for future travelers, as the first new housing units on the Islands are being sold. The draft recommendation defines toll hours of operation and the toll base rate along with means-based discounts. This Base Toll and Discount Policy will complete the TIMMA affordability program. The first component, adopted in 2019, exempts current residents from the toll. The second component, adopted in September 2021, provides current businesses and workers with mobility subsidies. Together, these affordability policies support the adoption of the Base Toll and an update to the Treasure Island Transportation Improvement Plan. The TIMMA Board may periodically adjust the Toll Rate Schedule, including discount amounts and eligibility, to manage congestion and demand, maintain financial sustainability, meet equity and affordability goals, and meet non-auto mode share performance goals of 50% or more at peak periods. Toll rates may be adjusted based on the Consumer Price Index and relevant service and other program costs. Taken together, the affordability policies create an additional program funding gap to be addressed in financial analysis and funding strategies to be included in the update to the Treasure Island Transportation Improvement Plan. We anticipate returning to the TIMMA Committee and then Board for approval of the Base Toll and Discount Policy in December.

- ☐ Fund Allocation
- ☐ Fund Programming
- ☒ Policy/Legislation
- ☐ Plan/Study
- ☐ Capital Project Oversight/Delivery
- ☐ Budget/Finance
- ☐ Contract/Agreement
- ☐ 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

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 continued 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 April 27, 2021, the TIMMA Board approved Resolution 21-05, approving the Treasure Island multi-operator transit pass study final report and adopting the Treasure Island multi-operator transit pass design framework. The Study recommends that the pass be available at a discounted price for optional purchase by residents of below market-rate units and Treasure Island workers.

On September 28, 2021, the TIMMA Board approved Resolution 22-01, establishing a toll affordability program for current businesses and workers. Financial analysis indicates that a toll exemption for current residents will require additional revenues of about \$3.5 million over a 5-year initial program period, depending on toll rate level. Resolution 21-01 allows for a revision of the policy, pending an

## Agenda Item 5

evaluation into its effectiveness, at the midpoint (4,000th unit) of the Development Project. We also proposed to further develop the Base Toll and Discount 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 presenting the third in a series of draft policy recommendations 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 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 the Base Toll Policy should consider discounts based on household income. Feedback also called for more analysis of related policies such as transit service levels, funding options, and economic effects.

**Exemptions.** In 2019, the TIMMA Board adopted a policy exempting current residents from the toll. In addition, federally owned vehicles are eligible for exemption from the toll in accordance with 15 US Code Sections 1005 and 1006.<sup>1</sup> Finally, authorized emergency vehicles satisfying all conditions specified in California Vehicle Code section 23301.5 are also eligible for exemption from the toll.<sup>2</sup>

**Hours of Operation.** The proposed Tolling hours of operation are based on existing and anticipated traffic levels and broad consistency with the San Francisco-Oakland Bay Bridge peak periods. Toll rates are proposed to vary across periods as shown in Attachment A, TIMMA Toll Policy Register:

- "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.
- "Off-Peak Tolling Hours" are defined as hours between 9:00 a.m. and 3:00 p.m. weekdays.
- "Weekend Hours" are defined as hours between 8:00 a.m. and 8:00 p.m. weekends.
- "No-Toll Hours" are defined as the hours outside of Peak and Off-Peak Tolling Hours, wherein TIMMA toll collection is not operating.

**Rate Schedule.** Toll rates differ during peak and off-peak periods to influence driving decisions and effectively manage congestion at peak travel times. The Toll Rate Schedule, included in Attachment A, is set to manage mode share performance goals of 50% 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. The proposed rates are broadly consistent with the 2011 TITIP.

The TIMMA Board may periodically adjust the Toll Rate Schedule, including discount amounts and eligibility, to manage congestion and demand, maintain financial sustainability, to meet equity and affordability goals, and meet mode share performance goals of 50% or more at peak periods.

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

<sup>2</sup>

[https://leginfo.legislature.ca.gov/faces/codes\\_displayText.xhtml?lawCode=VEH&division=11.&title=&part=&chapter=13.&article=3](https://leginfo.legislature.ca.gov/faces/codes_displayText.xhtml?lawCode=VEH&division=11.&title=&part=&chapter=13.&article=3)

## Agenda Item 5

TIMMA may adjust toll rates based on the Consumer Price Index and relevant service and other program costs.

**Discounts.** As part of the TIMMA Transportation Affordability Program, moderate- and below-income households will be eligible for a toll discount as per the Toll Rate Schedule, included in Table 1 and in Attachment A. This discount policy is consistent with the direction of the Downtown San Francisco Congestion Pricing Study.

Discounts will be as follows:

- Households earning up to 55% Area Median Income (AMI) shall receive a 100% discount.
- Households earning between 55% and 120% AMI shall receive a 50% discount.

Table 1. TIMMA Toll Operations: Hours and Rates

PERIOD	TIMES	BASE TOLL (1-WAY)	MODERATE- AND LOW-INCOME HHS	VERY LOW- INCOME HHS
Peak Toll	Weekdays 5a - 10a 3p - 7p	\$5.00	\$2.50	Free
Off-Peak Toll	Weekdays 10a - 3p	\$2.50	\$1.25	Free
Weekend Toll	Weekends 8a - 8p	\$2.50	\$1.25	Free
NO TOLL	Weekdays 7p - 5a Weekends 8p - 8a	Free	Free	Free

**Program Funding:** Together with the 2019 toll exemption for current residents and the 2021 subsidy for current businesses and workers, the Discount and affordability policies create an additional program funding need to be addressed in program financial plans. This Program is estimated to have an operating shortfall approximating \$25.5 million over a 5-year period. We are seeking various grants and funding strategies to close the operating shortfall, including financing, as the program is projected to be revenue positive in year 7 (at 4500 units).

**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). We have outreach scheduled for November 2021 to disclose the proposed Base Toll and Discount Policy. We anticipate bringing Base Toll and Discount Policy recommendations to the TIMMA Committee and then Board for adoption in December 2021. At that time, we will bring an updated financial analysis accompanied by a funding plan for the first 10 years of operation.

## FINANCIAL IMPACT

None. This is an information item.

Agenda Item 5

**SUPPLEMENTAL MATERIALS**

Attachment 1 – TIMMA Toll Policy Register

**TIMMA 2021 Policy Recommendations**  
**Updated: 10/21/2021**

Toll Policies				
No.	Policy Area	Policy Language	Rationale	Authority/ Source
1	Exemptions	Federally owned vehicles are eligible for exemption from the toll in accordance with 15 US Code Sections 1005 and 1006. <sup>1</sup>	Extends U.S. Code Title 15, Chapter 19, Section 1005 to the TIMMA toll; consistent with Bay Bridge and regional policies	Statutory Requirement
		Authorized emergency vehicles satisfying all conditions specified in California Vehicle Code section 23301.5 are eligible for exemption from the toll. <sup>2</sup>	California Vehicle Code section 23301.5; consistent with Bay Bridge and regional policies	Statutory Requirement
2	Tolling Hours	<p>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, and toll rates may vary across periods as provided below. Tolling hours apply to holidays and tolls shall be collected per the policy during holidays.</p> <p>“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.</p> <p>“Off-Peak Tolling Hours” are defined as hours between 9:00 a.m. and 3:00 p.m. weekdays, without exclusions for holiday, during which tolls are collected.</p>	<p>Treasure Island Mobility Management Study (2016)</p> <p>Treasure Island Transportation Implementation Plan (2021)</p> <p>Peak periods are broadly consistent with Bay Bridge weekday peak/carpool hours.</p>	Proposed Policy

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

<sup>2</sup> [https://leginfo.ca.gov/faces/codes\\_displayText.xhtml?lawCode=VEH&division=11.&title=&part=&chapter=13.&article=3](https://leginfo.ca.gov/faces/codes_displayText.xhtml?lawCode=VEH&division=11.&title=&part=&chapter=13.&article=3)



## TIMMA Toll Policy Register

Toll Policies				
No.	Policy Area	Policy Language	Rationale	Authority/ Source
		<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>		
3	Rate Schedule	<p>Toll rates vary according to the time of day based on traffic levels to influence driving decisions and effectively manage congestion at peak travel time. The Toll Rate Schedule, included in <b>Attachment A</b>, is set to manage mode share performance goals of 50% 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>Treasure Island Transportation Implementation Plan (2011)</p> <p>Treasure Island Mobility Management Study (2016)</p> <p>Treasure Island Transportation Implementation Plan (2021)</p>	Proposed Policy
		<p>The TIMMA Board may periodically adjust the Toll Rate Schedule, including discount amounts and eligibility, to manage congestion and demand, maintain financial sustainability, to meet equity and affordability goals, and meet mode share performance goals of 50% or more at peak periods.</p> <p>Toll rates may be adjusted based on the Consumer Price Index and relevant service and other program costs.</p> <p>Changes to toll rates will be rounded to the nearest quarter.</p>	<p>TIMMA must have operational flexibility to meet goals through toll rates.</p> <p>Rate changes must account for market escalation using a reliable metric (CPI).</p> <p>Rate changes are rounded to the nearest quarter for ease of accounting and public information.</p>	Proposed Policy

## TIMMA Toll Policy Register

Affordability Policies				
No.	Policy Area	Policy Language	Rationale	Authority/ Source
4	Affordability	<p>As part of the TIMMA Transportation Affordability Program, moderate- and below-income households will be eligible for a toll discount as per the Toll Rate Schedule, included in <b>Attachment A</b>.</p> <p>Discounts will be as follows:</p> <ul style="list-style-type: none"> <li>Households earning up to 55% Area Median Income (AMI) shall receive a 100% discount.</li> <li>Households earning between 55% and 120% AMI shall receive a 50% discount.</li> </ul>	Consistent with the direction of the Downtown Congestion Pricing Study.	Proposed Policy

## TIMMA Toll Policy Register

### Attachment A: Toll Rates

TIMMA Toll Operations: Hours & Rates				
Period	Times	Base Toll (1-way)	Moderate- and Low-Income Households 55%<>120% AMI	Very Low-Income Households <55% AMI
Peak Toll	Weekdays 5a – 10a 3p – 7p	\$5.00	\$2.50	Free
Off-Peak Toll	Weekdays 10a – 3p	\$2.50	\$1.25	Free
Weekend Toll	Weekends 8a – 8p	\$2.50	\$1.25	Free
NO TOLL	Weekdays 7p – 5a  Weekends 8p – 8a	Free	Free	Free

# Treasure Island Mobility Management Program

Transit + Base Toll and Discount Policy  
Draft Recommendations



TREASURE ISLAND  
MOBILITY MANAGEMENT AGENCY

Agenda Item #5  
November 9, 2021

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# TI/YBI Transportation Program Overview

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## TI Development Approved in 2011

- 8,000 units, 27% affordable
- Project definition included congestion tolls and new ferry and east bay transit (TI Transportation Improvement Plan)
- Islands are Equity Priority Community (EPC)
- Developer contribution = \$120M+ for transportation improvements, up to \$35M for operations
- TIMMA delivering congestion management program, SFCTA delivering ramps/bike-ped infrastructure

## Goals

- 50%+ sustainable mode shares
- Financially self-sustaining

## Overall toll policy and TITIP Update

- Existing resident exemption/worker discounts (completed)
- Base \$5 toll and future traveler discounts to be adopted in Nov/Dec 2021
- TI TIP Update to be adopted by TIDA and TIMMA in parallel



38

## New Units On Sale



New YBI and TI residential units on sale,  
planned for occupancy in early 2022

Launch planned for mid-2024, subject to  
closing program funding gaps

Figure 1.1.a Perspective view of Treasure Island



# Day One (2024) Transit Improvements



# Program Delivery Status

Transit Pass Program (3-operator pass) and WETA MOU adopted by TIMMA Board in 2021

Toll System ready for system design

Southgate project completion in Summer 2022

West Side Bridges @ 100% design





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## Affordability Program

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**Adopted 2019:** Current Residents Exempt via license plate(s) or FasTrak toll tag, with proof of parking

**Adopted 2021:** All moderate and below-income residents & all workers receive 50% off unlimited bus and ferry transit

**Adopted 2021:** Current nonprofits and food services receive cash subsidies

**Proposed for Adoption:** All future moderate- & low-income drivers receive discount; free for very low income



# 42 Base Toll Policy Recommendations



Hours of Operation broadly  
consistent with  
SF-Oakland Bay Bridge



Rates broadly consistent  
with TITIP 2011 and bay  
area express lanes pilot

# Hours of Operation



PERIOD	TIMES	BASE TOLL (1-WAY)	DISCOUNTED TOLL HOUSEHOLDS <120% AMI
Weekday Peak Toll	Weekdays 5:00 a.m. – 10:00 a.m. 3:00 p.m. – 7:00 p.m.		
Weekday Off-Peak Toll	Weekdays 10:00 a.m. – 3:00 p.m.		
Weekend Toll	Weekends 8:00 a.m. – 8:00 p.m.		
NO TOLL	WEEKDAYS 7:00 P.M. – 5:00 A.M. WEEKENDS 8:00 P.M. – 8:00 A.M.		

# Base Rates and Discounts (1-Way)



PERIOD	TIMES	BASE TOLL BASE TOLL (1-WAY)	DISCOUNTED TOLL LOW AND MODERATE INCOME HHS	DISCOUNTED TOLL VERY LOW INCOME HHS
Weekday Peak Toll	Weekdays 5:00 a.m. – 10:00 a.m. 3:00 p.m. – 7:00 p.m.	\$5.00	\$2.50	FREE
Weekday Off-Peak Toll	Weekdays 10:00 a.m. – 3:00 p.m.	\$2.50	\$1.25	FREE
Weekend Toll	Weekends 8:00 a.m. – 8:00 p.m.	\$2.50	\$1.25	FREE
NO TOLL	WEEKDAYS 7:00 P.M. – 5:00 A.M. WEEKENDS 8:00 P.M. – 8:00 A.M.	FREE	FREE	FREE

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## Planned Outreach

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**TITIP 2021 Draft document  
available early November 2021**

**Virtual Open House  
November 17, 2021  
at 6:00 p.m.**

**Online comment form at  
[sfcta.org/timma](https://sfcta.org/timma)**



# Thank you. Any Questions?

[sfcta.org/treasure-island](https://sfcta.org/treasure-island)



TREASURE ISLAND  
MOBILITY MANAGEMENT AGENCY

# Program Cost and Funding Strategy

TIMMA Committee



TREASURE ISLAND  
MOBILITY MANAGEMENT AGENCY

Agenda Item #6  
November 9, 2021

# TIMMA Cost & Funding Overview

## Capital Program - \$48.5M

- Service planning, transit pass implementation
- Ferry, toll system infrastructure
- Program management, outreach, contingency

## Operating Program - \$76M in first five years

- Expenses for transit services, affordability program, program management
- Revenues from tolls, transit fares, developer subsidy
- Operating budget now includes affordability program, contingency and reserves

**Program projected to reach financial viability at 3,000 units (with subsidy), currently estimated in Year 7**





# Treasure Island Capital Program

Capital costs planned through FY25 (Year 1 of Operations)

CAPITAL PROJECTS		COST (MILLIONS)	FUNDED (MILLIONS)	SHORTFALL (MILLIONS)	SOURCES ( <b>COMMITTED &amp; PLANNED</b> )
<b>A</b>	<b>SFCTA CAPITAL PROJECTS</b>				
A-1	YBI Ramps (completed 2017)	\$91.0	\$91.0	\$0	<b>Federal, State, TIDA, BATA</b>
A-2	Southgate Road Realignment (2022)	\$52.0	\$52.0	\$0	<b>HBP, TICD, BATA, AHSC, Prop 1B</b>
A-3	West Side Bridges	\$115.4	\$72.6	\$42.8	<b>HBP, Prop 1B, TIDA, BATA, MTC, State, RAISE, LPP, Sales Tax</b>
A-4	YBI Multi-Use Path	\$80.0	\$11.1	\$68.9	<b>Prop K, ATP, LPP, PCA, IIG, BATA/RM3, SCCP, Sales Tax</b>
<b>B</b>	<b>DEVELOPER-FUNDED TRANSIT INFRASTRUCTURE</b>				
B-1	Ferry Terminal	\$60.9	\$60.9	\$0	<b>TICD</b>
<b>C</b>	<b>TIMMA CAPITAL PROGRAM</b>				
C-1	Congestion Management System	\$27.0	\$18.0	\$9.0	<b>TIDA, ATCMTD, TICD, AHSC, LPP, Prop K, TICD, ATCMTD, SCCP, MTC Climate-CMAQ/Equity, REAP 2.0, Transformative Communities; Federal, TIFIA</b>
C-2	Ferry Enhancements, Vessel, Charging Station	\$9.8	\$3.8	\$6.0	<b>Federal, AHSC, SCCP, BAAQMD, Federal</b>
C-3	Transit Service Planning & Launch	\$1.2	\$1.2	\$0	<b>TIDA</b>
C-4	AV Shuttle Demonstration	\$1.0	\$1.0	\$0	<b>ATCMTD</b>
C-5	TDM Projects	\$0.2	\$0.2	\$0	<b>TIDA</b>
C-6	Program Management, Contingency	\$9.3	\$9.3	\$2.6	<b>TIDA, ATCMTD, TIFIA Loan</b>
<b>TOTAL</b>		<b>\$447.8</b>	<b>\$321.1</b>	<b>\$126.7</b>	

# TIMMA Operating Program (first 5 years)



	COST	FUNDED	SHORTFALL	SOURCES ( <b>COMMITTED &amp; PLANNED</b> )
Ferry Service	\$17.6	\$8.0	\$9.6	<b>Fares, Tolls, TICD, MTC Climate-CMAQ/Equity/RM3</b>
Bus Service	\$16.3	\$6.3	\$10.0	<b>Fares, Tolls, TICD</b>
TDM Program	\$3.5	\$3.2	\$0.3	<b>Tolls</b>
Toll System	\$6.5	\$33.1	(\$26.6)	<b>Tolls</b>
Affordability Program	\$15.1	\$0	\$15.1	<i>MTC Climate-CMAQ/Equity/RM3</i>
Program Management	\$17.1	\$0	\$17.1	<i>TICD (swaps)</i>
<b>TOTAL</b>	<b>\$76.1</b>	<b>\$50.6</b>	<b>\$25.5</b>	
*Mandatory Reserves	\$8.4	\$8.4	\$0.0	<i>BAIFA (financing or loan), TICD, CCSF</i>
*Contingency	\$12.9	\$0	\$12.9	

*\*Amounts under review*

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## Next Steps

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### **Continue to meet with funding partners**

- TICD
- MTC/BATA
- BAAQMD (Air District)
- Caltrans

### **Brief state and Federal agencies**

- Position TIMMA program for funding under infrastructure bills at both levels

### **Explore Federal TIFIA loan and other public and private financing options**



# Thank you.

[sfcta.org/treasure-island](https://sfcta.org/treasure-island)



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