



Memorandum

AGENDA ITEM 5

DATE: January 6, 2022
TO: Treasure Island Mobility Management Agency Committee
FROM: Rachel Hiatt - Acting Deputy Director for Planning
SUBJECT: 01/11/22 Committee Meeting: Treasure Island Mobility Management Program Implementation Report 2021

<p>RECOMMENDATION <input checked="" type="checkbox"/> Information <input type="checkbox"/> Action</p> <p>None. This is an Information item.</p> <p>SUMMARY</p> <p>On June 7, 2011, the Board of Supervisors approved the Treasure Island Transportation Implementation Plan (TITIP). The TITIP calls for a comprehensive, integrated program to manage travel demand on Treasure Island as it develops, with the ability for adjustments to be made as warranted to meet the twin goals of transit mode shares above 50% and financial sustainability. The purpose of TIMMA, as set forth in the Treasure Island Transportation Management Act of 2008 (AB981), is to implement the TITIP. This 2021 Treasure Island Mobility Management Program Implementation Report (PIR) provides updates to the TITIP, based on technical analysis and public outreach. The commitments and principles of the TITIP, with its vision of Treasure Island as a sustainable transit-oriented community, have not changed. However, since the 2011 adoption of the original TITIP, some policies have advanced while others are still in development. The purpose of this PIR is to document, in a single location, the current status of all TITIP policies, at the time that final congestion pricing policies are adopted.</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input checked="" type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other: _____</p>
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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, with the ability for adjustments to be made as warranted to meet the twin goals of transit mode shares above 50% and financial sustainability. This innovative approach to mobility includes a complementary package of strategies and services including developer subsidy, required purchase of transit passes by market-rate 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 for these purposes. The TITIP also allowed for changes in the congestion pricing program to meet these goals.

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 adjustments to 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. This study recommends that the pass be available at a discounted price for optional purchase by residents of below market-rate units and by eligible Treasure Island workers.

On September 28, 2021, the TIMMA Board approved Resolution 22-01, establishing a toll affordability program for current non-profit organization and food-services businesses and their 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 evaluation into its effectiveness, at the midpoint (4,000th unit) of the Development Project.

On November 09, 2021, the TIMMA Committee heard draft recommendations for the Base Toll (for all future travelers) and consolidated Affordability Program. These recommendations encompass the remaining toll policies not adopted in 2016 and 2018, including toll level, hours of operation, and discounts for future low-income travelers.

Based on technical analysis and public outreach, this PIR provides updates to the 2011 TITIP. The commitments and principles of the Project, with its vision of Treasure Island as a sustainable transit-oriented community, have not changed. However, since the 2011 adoption of the original TITIP, some policies have advanced while others are still in development. The purpose of the PIR is to document, in a single location, the status of all TITIP policies, at the time that final congestion pricing policies are adopted.

DISCUSSION

The updates documented in this PIR are based on technical analysis, TIMMA Board guidance and public outreach, including:

- 2016 TIMMA adoption of initial toll policies that revise the initial operating assumptions made in the 2011 TITIP, based on demand and financial analysis;
- 2019 TIMMA adoption of current resident toll exemption;
- 2021 TIMMA adoption of multi-operator Transit Pass with discounts;
- 2021 TIMMA adoption of current business and worker toll subsidies; and
- Recommended Base Toll and Discount policies, including an affordability program for future low-income travelers.

The refinements described in this PIR were considered for supplemental environmental review under the California Environmental Quality Act (CEQA). TIMMA prepared a CEQA Addendum to evaluate the physical effects of the Project updates on the environment, including transportation effects. The CEQA Addendum was published by TIMMA in January 2022.

FINANCIAL IMPACT

None. This is an Information Item.

SUPPLEMENTAL MATERIALS

Enclosure 1 - Treasure Island Mobility Management Program Implementation Report 2021 (revised 01.21.22)