

Treasure Island Mobility Management Program

Base Toll Policy and Affordability Program

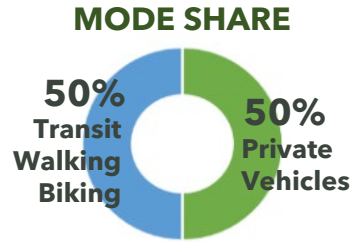


TREASURE ISLAND
MOBILITY MANAGEMENT AGENCY

Agenda Item #4
January 25, 2022

Treasure Island Mobility Program

Two performance targets:



Three major components:

1. Transit Expansion
2. Congestion Pricing
3. Affordability

Key Outcomes:

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

New Units For Sale



New YBI and TI residential units for 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



New Bus to Oakland

All-day On-demand service, incl weekends max 15 min wait time

New On-Island Shuttle

All-day On-demand service, incl weekends, max 15 min wait time

New Ferry to San Francisco

All-day service, incl weekends, every half hour

Bus to Transbay Terminal

New Bus to SF Civic Center

Waterfront Plaza Bird's Eye View



Figure 4.6 Waterfront Plaza Bird's Eye view

Ferry Terminal Gangplank Bird's Eye View



Figure 4.19 Ferry Terminal Gangplank Bird's Eye View

Program Background

2008 - AB 981 (Leno) provided state authority to implement congestion pricing and adjust to meet twin goals

2011 - BOS and Treasure Island Development Authority approved the Treasure Island Transportation Implementation Plan (TITIP)

2011 - Final EIR certified by Planning and approved by BOS

2014 - TIMMA designated as implementing agency



Policy Flexibility to Meet Program Goals

“The program will be monitored by TITMA against the program objectives on a regular basis and changes will be made as required. **The following types of changes could be made**, based on observed behavior:

- Charges could be increased or decreased;
- The charge assessment period could be expanded (e.g. charges could be assessed in the “shoulders” of the peak periods or be based on “real-time” congestion);
- Charges could be applied to trips by non-residents;
- The technology used for collection and enforcement could be altered to be more effective, as technologies change over time; and/or,
- The HOV limit could be adjusted.”

(2011 TITIP, p. 103)



2016 TIMMA Toll Policy Approvals

TIMMA Toll Policy approvals in 2016:

- Tolled trips to include non-residents
- Tolled trips to include off-peak (with corresponding ferry and bus service)
- Defined HOV as vanpool (from 3+)
- Tolled travel to be in both directions (no change)
- Called for an Affordability Program

Based on 2016 TI Mobility Management Study findings (travel demand and financial modeling)

Necessary to meet program congestion management and financial sustainability goals



Outreach Shapes Program Design



Affordability Program

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



Base Toll Policy Recommendations



Hours broadly consistent
with
SF-Oakland Bay Bridge



Rates broadly consistent
with TITIP 2011

Hours of Operation



PERIOD	TIMES	BASE TOLL BASE TOLL TOLL (1-WAY)	DISCOUNTED TOLL LOW AND MODERATE INCOME HOUSEHOLDS	DISCOUNTED TOLL VERY LOW INCOME HOUSEHOLDS
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 HOUSEHOLDS	DISCOUNTED TOLL VERY LOW INCOME HOUSEHOLDS
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

CA Environmental Quality Act (CEQA)

2011 - FEIR certified by the SF Planning Department, adopted by SF Board of Supervisors/TIDA

Congestion pricing was part of TI Development project definition and Environmental Clearance

Congestion pricing recognized in EIR as being subject to adjustment by future implementing agency to achieve twin Program objectives

2021 - CEQA Addendum prepared to describe refinements, which do not result in new or significant impacts



National Environmental Policy Act (NEPA)

Required due to 2016 USDOT grant (ACTMTD) to support toll infrastructure design and installation

2021 - Categorical Exclusion (CE) signed by Caltrans for toll infrastructure installation

Now - Caltrans review of Base Toll Policy and Affordability Program (including federal Environmental Justice policy) to revalidate CE

Program Implementation Report

Supersedes TITIP to guide TIMMA
Program implementation

Documents TIMMA Program
development processes, activities
and policies

Adds cost and funding overview

Living document to be updated
regularly



TI Cost & Funding

TIMMA Capital Program - \$50.3M

- Pursuing low-cost TIFIA loan for approx. \$10M
- \$7.5M shortfall for toll system, ferry capital

Operations & Maintenance budget estimated at \$91.6M for first five years

- Expenses include \$17.7M for Affordability Program
- Revenues estimated at \$75M including developer subsidy, resulting in 5-year shortfall of \$16.6M
- Program projected to be revenue-positive in Year 7 (2031) and financially sustainable in 2036

Continued pursuit of funding to complete program

- Regional funding partners MTC, BATA, BAAQMD
- Funding exchanges and support from developer
- Additional financing strategies



Thank you. Any Questions?

sfcta.org/treasure-island



TREASURE ISLAND
MOBILITY MANAGEMENT AGENCY