



**PROPOSED FIVE-YEAR  
TOLL PLAN**  
**Toll Open House**  
**February 14 & 15, 2024**

# WHO WE ARE

We are a public agency and special district established in 1928 to build, maintain, and operate the Golden Gate Bridge.

The District also established and operates two public transit systems – Golden Gate Ferry and Golden Gate Transit.

## MISSION STATEMENT

Provide safe and reliable operation, maintenance, and enhancement of the Golden Gate Bridge and provide transportation services, as resources allow, for customers within the U.S. Highway 101 Golden Gate Corridor.



# DISTRICT FINANCES

The District is facing a **\$220 million five-year projected shortfall** based on current transit service levels. It will take additional revenue to maintain current operations and fund capital projects.

Tolls are the largest source of revenue for the District – **we receive no dedicated state or local tax revenue.**

**Approximately 2/3 of the District's annual toll revenue is used to maintain and operate the Golden Gate Bridge - the remaining 1/3 is used to operate bus and ferry transit services.**

# DISTRICT FINANCES

Bridge traffic remains at 80-85% and transit ridership remains approximately 50% of pre-Covid levels resulting in a **decrease in District revenues of \$900,000 per week.**

The cost of operating the District's services increases every year. These costs include paint and steel for the Bridge, fuel for buses and ferries, and staff who operate the District's services.

**To reduce expenses, the District has adjusted transit services to match reduced customer demand, imposed several internal cost saving measures, and is only adding service back incrementally as demand returns.**



# DISTRICT FINANCES

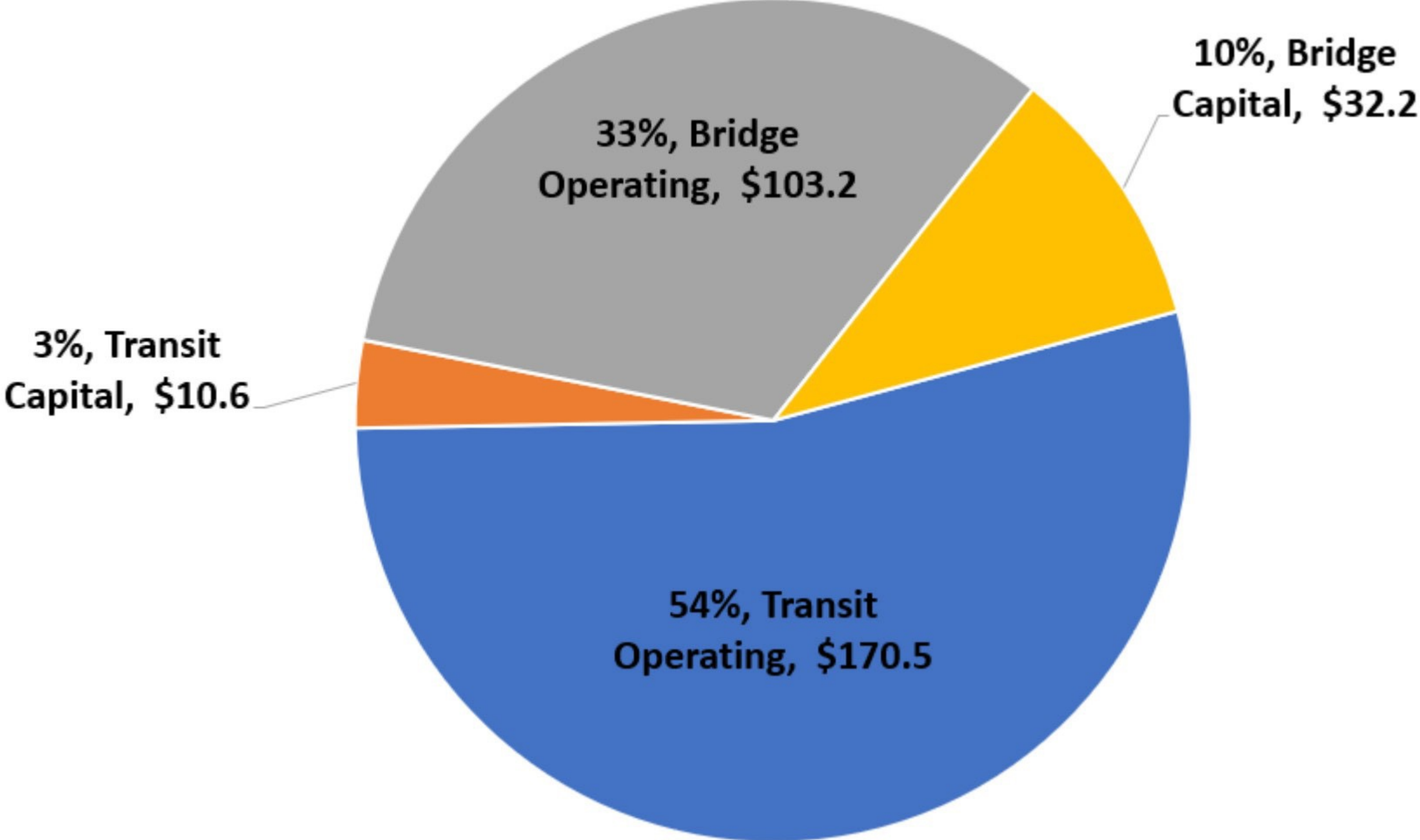
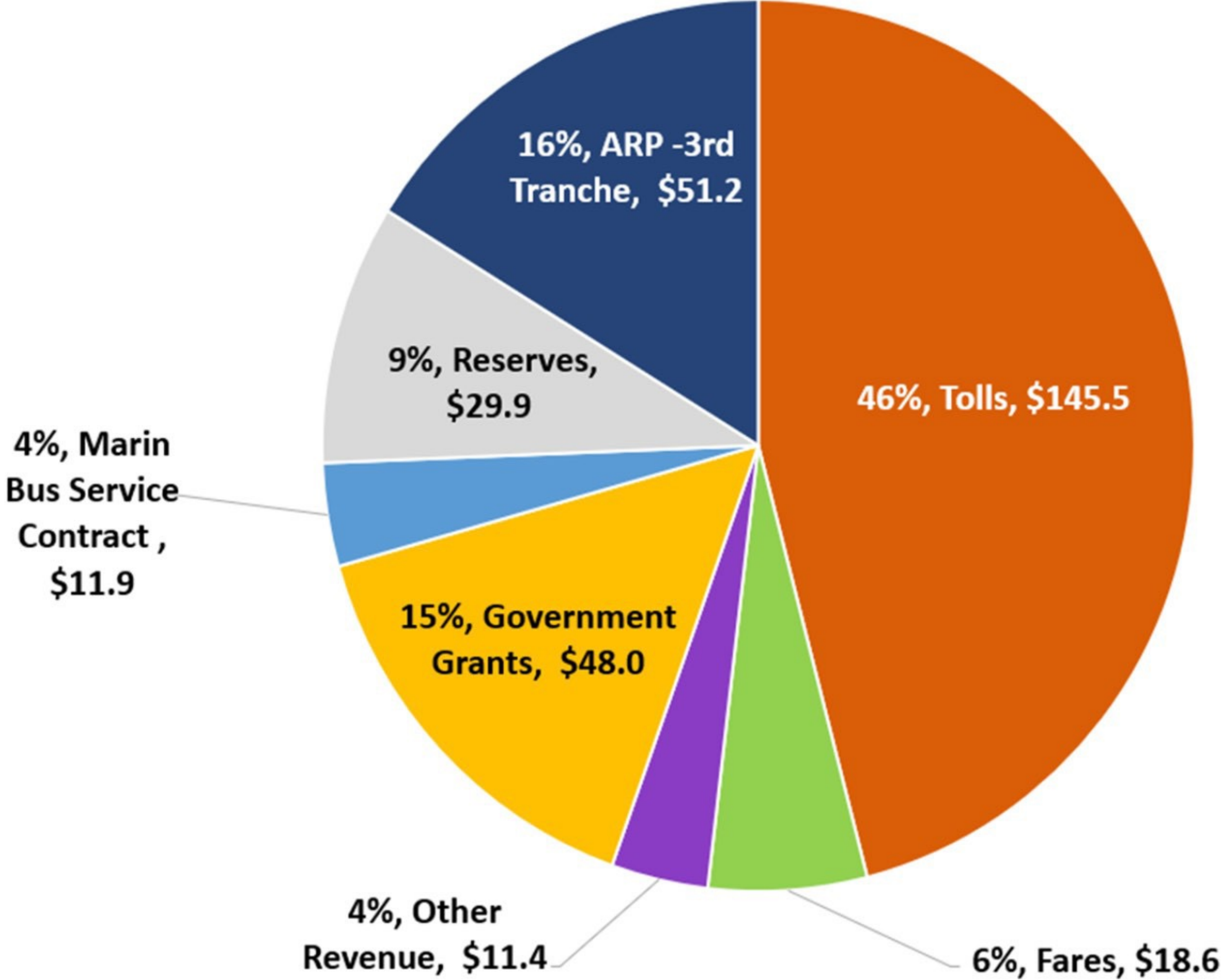


**One-time pandemic federal relief funding will be exhausted this year and new revenue will be required in order to maintain transit service levels.**

**All proposed toll increase options would raise only a portion of the projected five-year shortfall.**

The District will be looking at other ways to fund the remaining shortfall through operational efficiencies and new revenue generating ideas.

# DISTRICT REVENUES AND EXPENSES FY 2023/2024 BUDGET



# TOLLS FUND THE GOLDEN GATE BRIDGE

Over 37 million vehicles cross the Golden Gate Bridge every year.



- The Bridge requires ongoing maintenance and operational support to keep the public safe.
- Regular maintenance includes replacing and re-painting steel in critical areas.
- 24/7 security and roadway staff respond to incidents on the Bridge and provide public safety.



# THE IMPORTANCE AND NECESSITY OF TRANSIT



- **Provide an affordable, comfortable, stress-reducing alternative to driving** within and between the North Bay and San Francisco.
- Keep people moving while **reducing traffic and greenhouse gas emissions.**
- **Provide mobility and equity** 23 hours a day along the Highway 101 corridor, meeting the needs of our transit-dependent customers.

**The District has and will continue to bring transit service back as customer demand returns.**



# TOLLS FUND TRANSIT



Traditionally, **Bridge tolls have funded half the cost of the District's bus and ferry transit services.**

Due to an overall decline in revenues due to the pandemic, **tolls now fund approximately 35%** of the cost of operating transit services.

**The difference has been made up by federal emergency relief funds that will be exhausted this year.**



## HOW TOLLS ARE USED

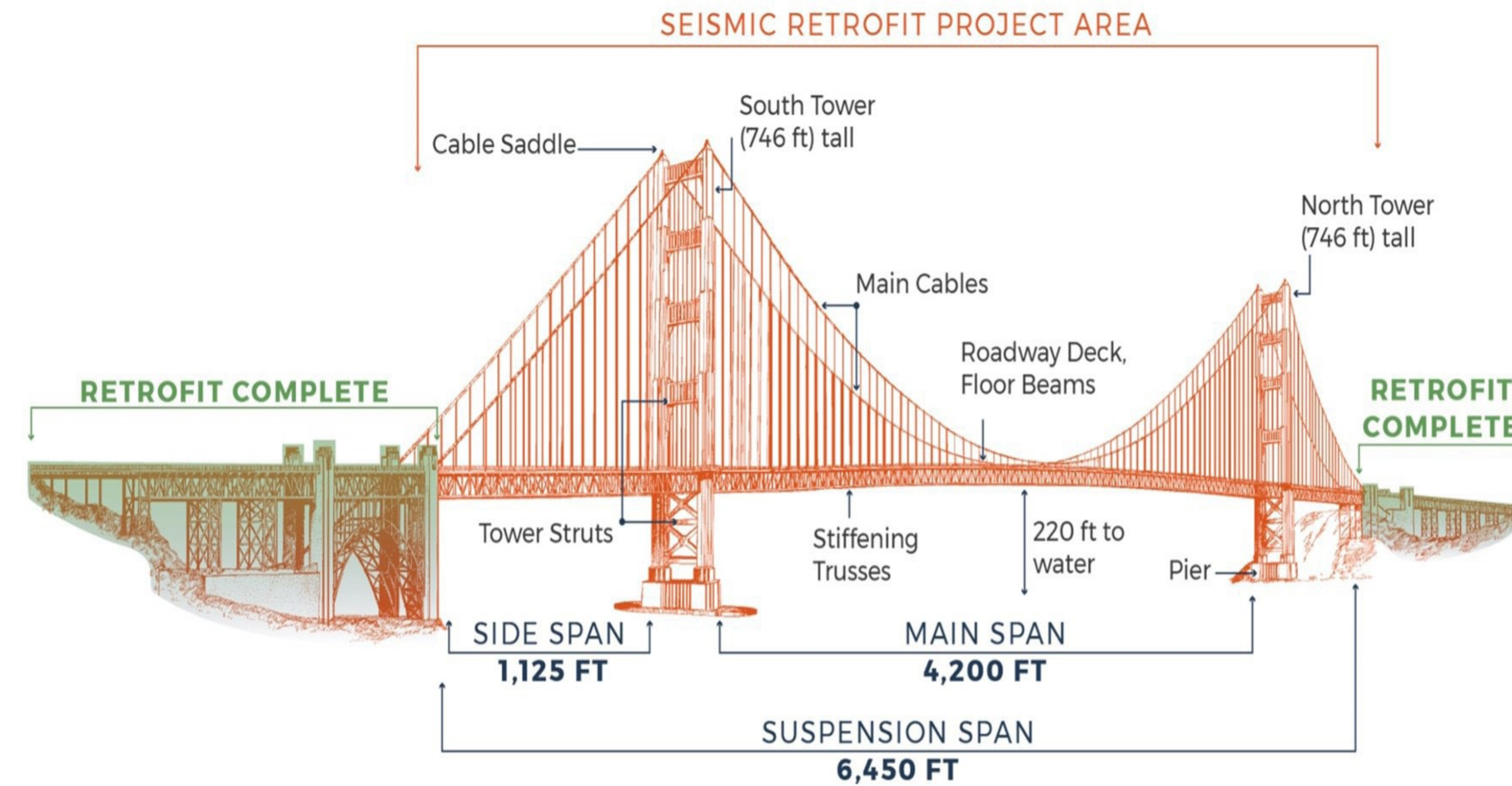


Tolls help preserve infrastructure, maintain facilities, and equipment that serve millions of customers annually.

Tolls are vital for maintaining existing transit services that keep traffic moving and support equity in the community.

Tolls help finance our capital projects, including the final phase of the Golden Gate Bridge Seismic Retrofit and the San Rafael Transit Center Relocation Project.

# GOLDEN GATE BRIDGE SEISMIC RETROFIT AND SOUTH TOWER REPAINTING



The Golden Gate Bridge can safely withstand a large earthquake today, but it could sustain significant damage that would require the Bridge to close for an extended period - or even need to be replaced altogether. The final phase of the Seismic Retrofit Project will enable the Bridge to remain operational after a major earthquake. The project will also repaint the South Tower.

# SAN RAFAEL TRANSIT CENTER RELOCATION PROJECT



The San Rafael Transit Center is the second-busiest regional bus hub in the Bay Area, facilitating rail, bus, bike, and pedestrian connections in the North Bay. The District is working to redesign and relocate the existing San Rafael Transit Center. The new transit center will feature improved and expanded bus facilities, enhanced seating, shelters, public plazas, and safe bike and pedestrian amenities.

# MAINTAIN AND UPGRADE OUR FERRY FLEET



Many of the ferry vessels in the District's fleet are aged and must be replaced. The District has already repowered several of its vessels with cleaner, more efficient engines and is embarking on a project to replace the majority of its current vessels with new, fuel-efficient ferries that will reduce greenhouse gas emissions and improve the passenger experience.

# PROPOSED TOLL INCREASE OPTIONS

		July 2024	July 2025	July 2026	July 2027	July 2028	Result
<b><u>Option 1</u></b> <b>\$0.50 Annual Increase</b>	<b>FasTrak</b>	\$9.25	\$9.75	\$10.25	\$10.75	\$11.25	Raises approximately \$139 million over 5 years
	<b>Pay As You Go</b>	\$9.50	\$10.00	\$10.50	\$11.00	\$11.50	
	<b>Invoice</b>	\$10.25	\$10.75	\$11.25	\$11.75	\$12.25	

		July 2024	July 2025	July 2026	July 2027	July 2028	Result
<b><u>Option 2</u></b> <b>\$0.40 Annual Increase</b>	<b>FasTrak</b>	\$9.15	\$9.55	\$9.95	\$10.35	\$10.75	Raises approximately \$114 million over 5 years
	<b>Pay As You Go</b>	\$9.40	\$9.80	\$10.20	\$10.60	\$11.00	
	<b>Invoice</b>	\$10.15	\$10.55	\$10.95	\$11.35	\$11.75	

# PROPOSED TOLL INCREASE OPTIONS

		July 2024	July 2025	July 2026	July 2027	July 2028	Result
<b>Option 3</b> <b>4% Annual</b> <b>Increase*</b>	<b>FasTrak</b>	\$9.10	\$9.45	\$9.85	\$10.25	\$10.65	Raises approximately \$107 million over 5 years
	<b>Pay As You Go</b>	\$9.35	\$9.70	\$10.10	\$10.50	\$10.90	
	<b>Invoice</b>	\$10.15	\$10.55	\$10.95	\$11.40	\$11.85	

\*This option adds \$0.35 cents in years 1 and 2, and \$0.40 cents in years 3, 4, 5 for FasTrak/Pay As You Go & \$0.45 in years 4 & 5 for Invoice)

		July 2024	July 2025	July 2026	July 2027	July 2028	Result
<b>Option 4</b> <b>\$0.35 Annual</b> <b>Increase</b>	<b>FasTrak</b>	\$9.10	\$9.45	\$9.80	\$10.15	\$10.50	Raises approximately \$101 million over 5 years
	<b>Pay As You Go</b>	\$9.35	\$9.70	\$10.05	\$10.40	\$10.75	
	<b>Invoice</b>	\$10.10	\$10.45	\$10.80	\$11.15	\$11.50	

# HOW TO SUBMIT COMMENTS

All comments will be considered equally, regardless of how they are received and should be received by 4:30 pm on February 23, 2024:

- **Online** – [www.goldengate.org/toll-increase](http://www.goldengate.org/toll-increase)

- **Email** - [publichearing@goldengate.org](mailto:publichearing@goldengate.org)

- **In Writing:**

Secretary of the District, GGBHTD

PO Box 29000, Presidio Station

San Francisco, CA 94129-9000

- **In Person** - Attend the Public Hearing Thursday, February 22, 2024 – 9:00 a.m.  
Board Room, Administration Building, Golden Gate Bridge Toll Plaza, San Francisco





# NEXT STEPS

- Consideration and possible action at Finance-Auditing Committee on March 21, 2024
- Consideration and possible action at Board of Directors on March 22, 2024
- Possible Effective Date for Toll Increase – July 1, 2024



**THANK YOU!**

**Q&A**