

Treasure Island Mobility Management Program

Preliminary Toll Policy Recommendations
For Buildout Year (2030)
Draft



July 2015

About the Treasure Island Mobility Management Program

BACKGROUND AND GOALS > POLICY ALTERNATIVES > PERFORMANCE > OUTREACH



2003

Treasure Island Development Authority (TIDA) selects master developer

2006

TIDA adopts first Treasure Island Transportation Plan along with redevelopment term sheet

2008

CA Legislature passes Treasure Island Transportation Management Act

2011

TIDA approves Treasure Island Transportation Implementation Plan (TITIP) and FEIR

2013

SFCTA begins Mobility Management Program policy development

2014

Supervisors designate SFCTA as the Treasure Island Mobility Management Agency (TIMMA)

Challenges Considered in Past TI Transportation Plans

BACKGROUND AND GOALS > POLICY ALTERNATIVES > PERFORMANCE > OUTREACH



How do we minimize new traffic congestion on the Bay Bridge?

How do we provide better transportation options on and off the Island?

How do we pay for operating the new AC Transit and Ferry service?

Transportation Vision for Treasure Island



BACKGROUND AND GOALS > POLICY ALTERNATIVES > PERFORMANCE > OUTREACH

- Land use design
- Bay Area Bike Share
- Free on-island shuttle

Walking & Biking

High Quality Transit

- 50% mode share requirement
- More Muni service
- New AC Transit and Ferry service

- Revenue from tolls, parking, transit pass pays for new non-Muni services

Financial Viability

Car-Light Living

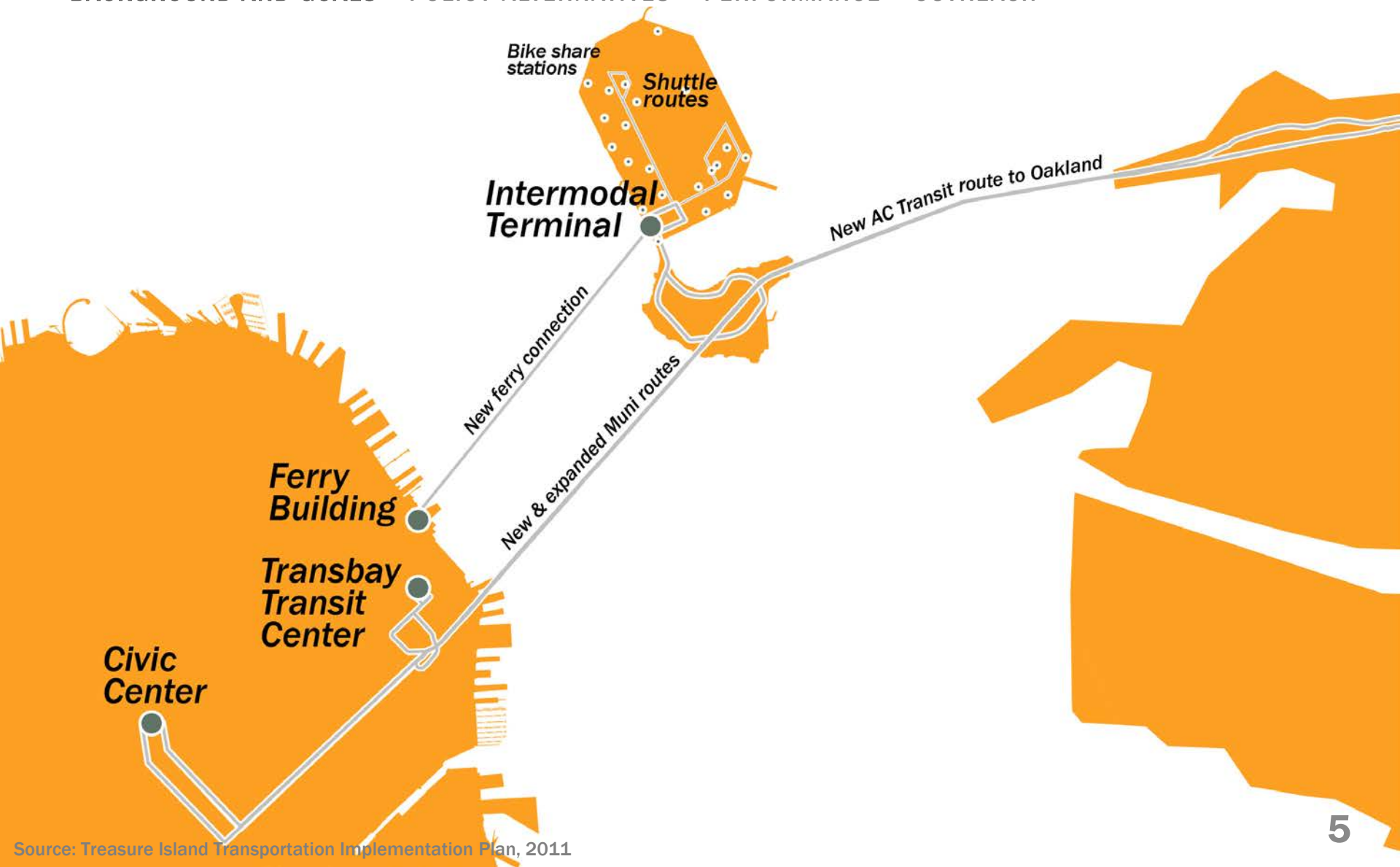
- On & off-street car share
- All parking is priced and “unbundled”
- Congestion toll



Transit Services Planned for Treasure Island



BACKGROUND AND GOALS > POLICY ALTERNATIVES > PERFORMANCE > OUTREACH

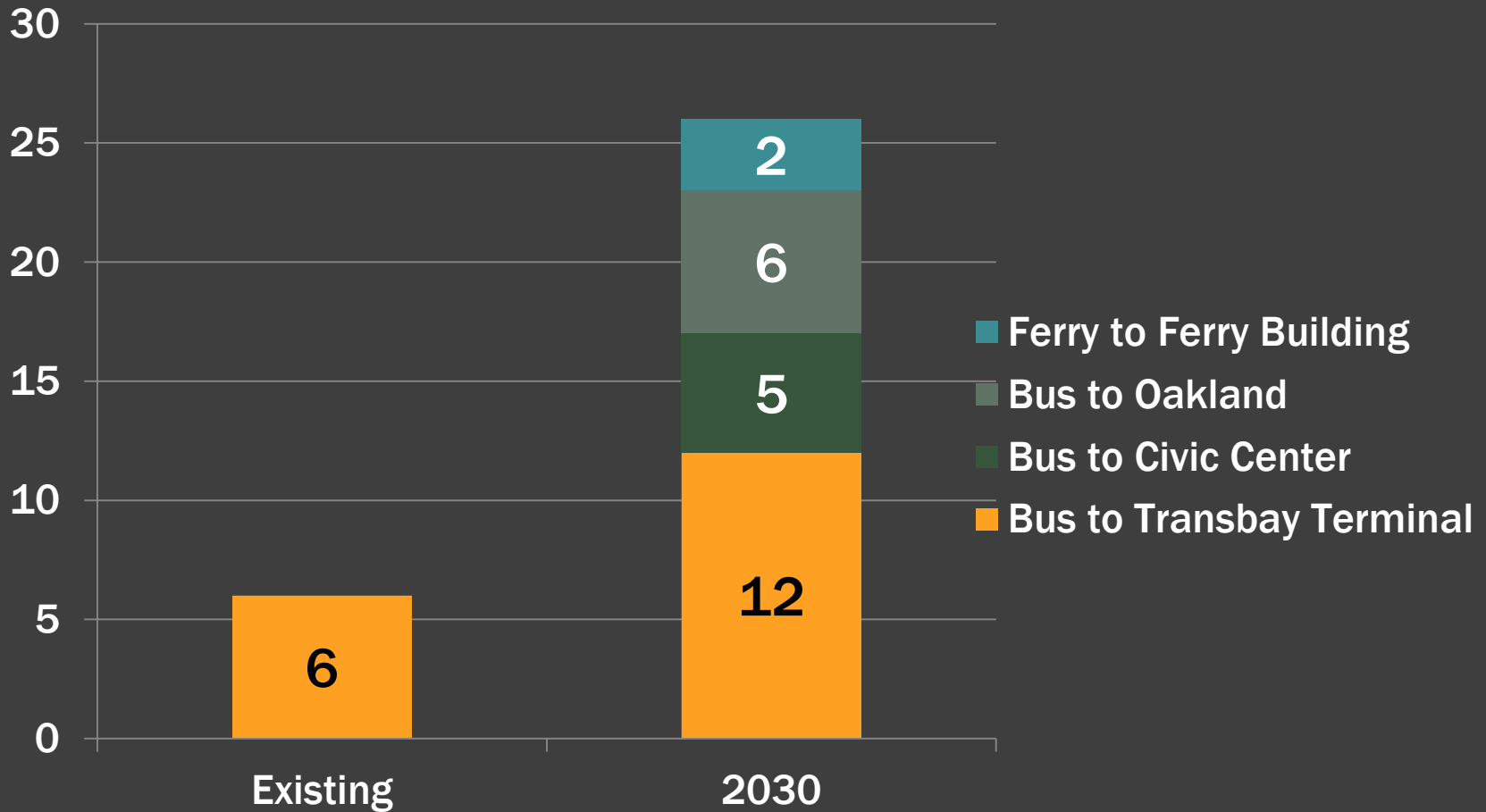


Treasure Island Will Be Among SF's Most Transit-Rich Neighborhoods



BACKGROUND AND GOALS > POLICY ALTERNATIVES > PERFORMANCE > OUTREACH

Transit departures from Treasure Island, peak hour



Transportation Policy Questions

BACKGROUND AND GOALS > POLICY ALTERNATIVES > PERFORMANCE > OUTREACH



**“What will it take”
for the Program to
meet its long-term
(2030) goals?**

Congestion Toll Policy for Buildout Year

- Approximate toll amount
- Policy for adjusting toll amount
- Hours of operation
- Affordability program

**How should the
program be phased
in (starting 2019)?**

Congestion Toll, First 5 Years (2019–2023)

- Toll amount pre-ferry service
- Toll phasing
- Affordability program phasing

Transportation Policy Questions

BACKGROUND AND GOALS > POLICY ALTERNATIVES > PERFORMANCE > OUTREACH



Transit & Shuttle Service

- Transit pass features
- Fare levels
- New service phasing

Other Transportation Issues

- Car and bike share locations
- Parking policies
- Bay Bridge toll policy

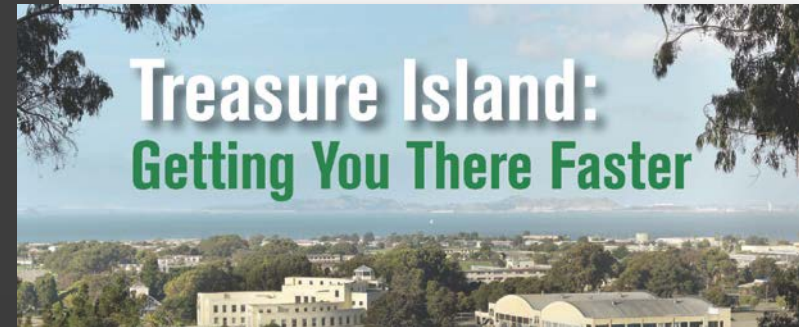
Survey of Current Residents' Needs

SURVEY OVERVIEW > KEY FINDINGS > NEXT STEPS



- ▶ Survey hosted online in Chinese, English, Spanish
- ▶ Surveys in person
 - ▶ Door-to-door (three languages)
 - ▶ Food pantry visits
 - ▶ Muni 108 stops
- ▶ Surveys collected by our partners
 - ▶ TIHDI
 - ▶ Swords to Plowshares
 - ▶ Community Housing Partnership
- ▶ Responses still accepted, visit www.timma.org

TREASURE ISLAND MOBILITY MANAGEMENT | HOME



THE FUTURE OF TREASURE ISLAND

New ferry service to San Francisco?
More frequent buses? Bike-sharing?
What would you like to see on
Treasure Island?

Help shape the future of Treasure
Island by telling us about your travel
patterns, transit issues you currently
face, and the new transit options
you'd most like to see in the future.

Go online today to participate
in a brief island-wide survey at:
www.TIMMA.org.

This survey is provided by the Treasure Island
Mobility Management Agency (TIMMA).
For more information, visit www.TIMMA.org
or call (415) 593-1655.

POTENTIAL TRANSPORTATION IMPROVEMENTS

- ▶ New ferry service
- ▶ Increased Muni service
New AC Transit service
Free island-wide shuttle
- ▶ Bike share
- ▶ Car share



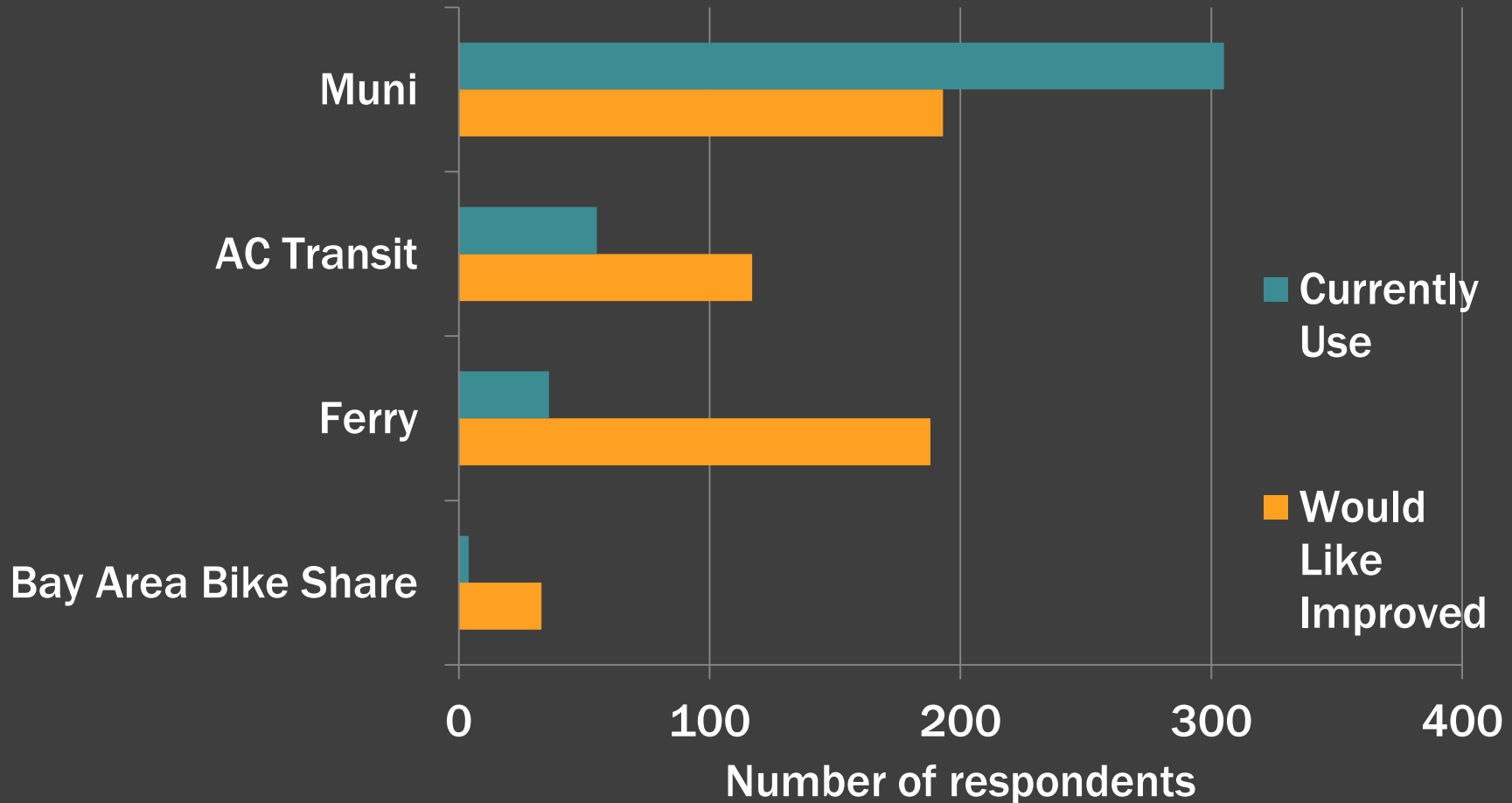
Needs of Current TI Residents

BACKGROUND AND GOALS > POLICY ALTERNATIVES > PERFORMANCE > OUTREACH



Which services do you use now?

To which service would you most like to see improvements?



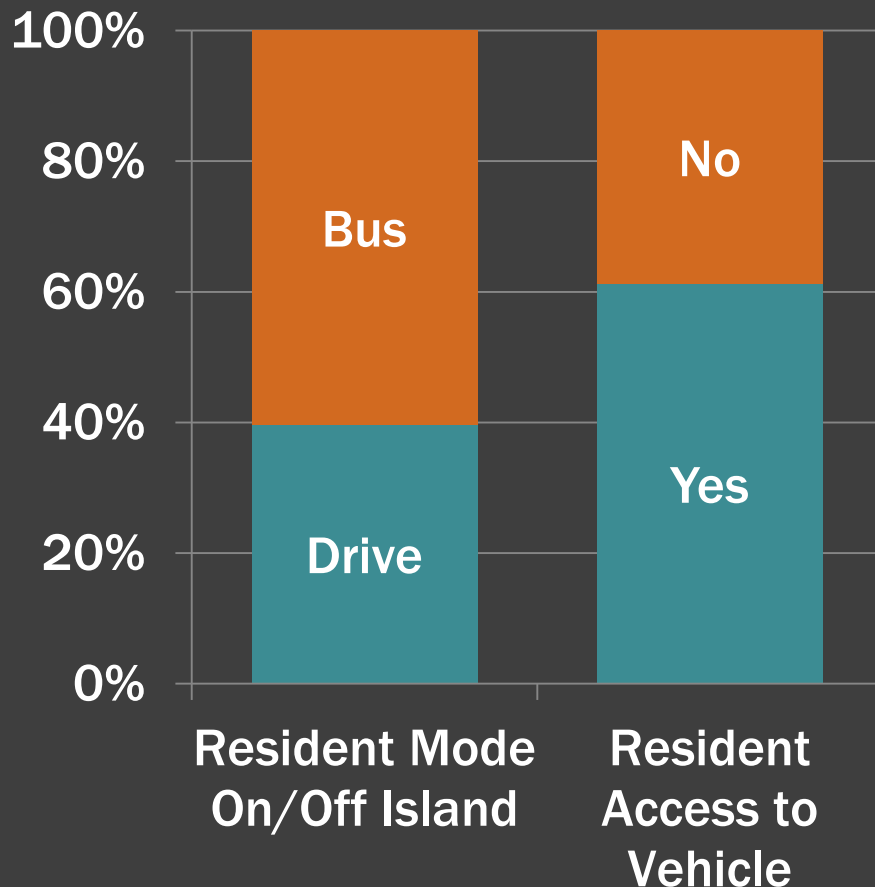
Needs of Current TI Residents

BACKGROUND AND GOALS > POLICY ALTERNATIVES > PERFORMANCE > OUTREACH



What's the easier way for you to get to and from Treasure Island today?

What do you like least about driving?



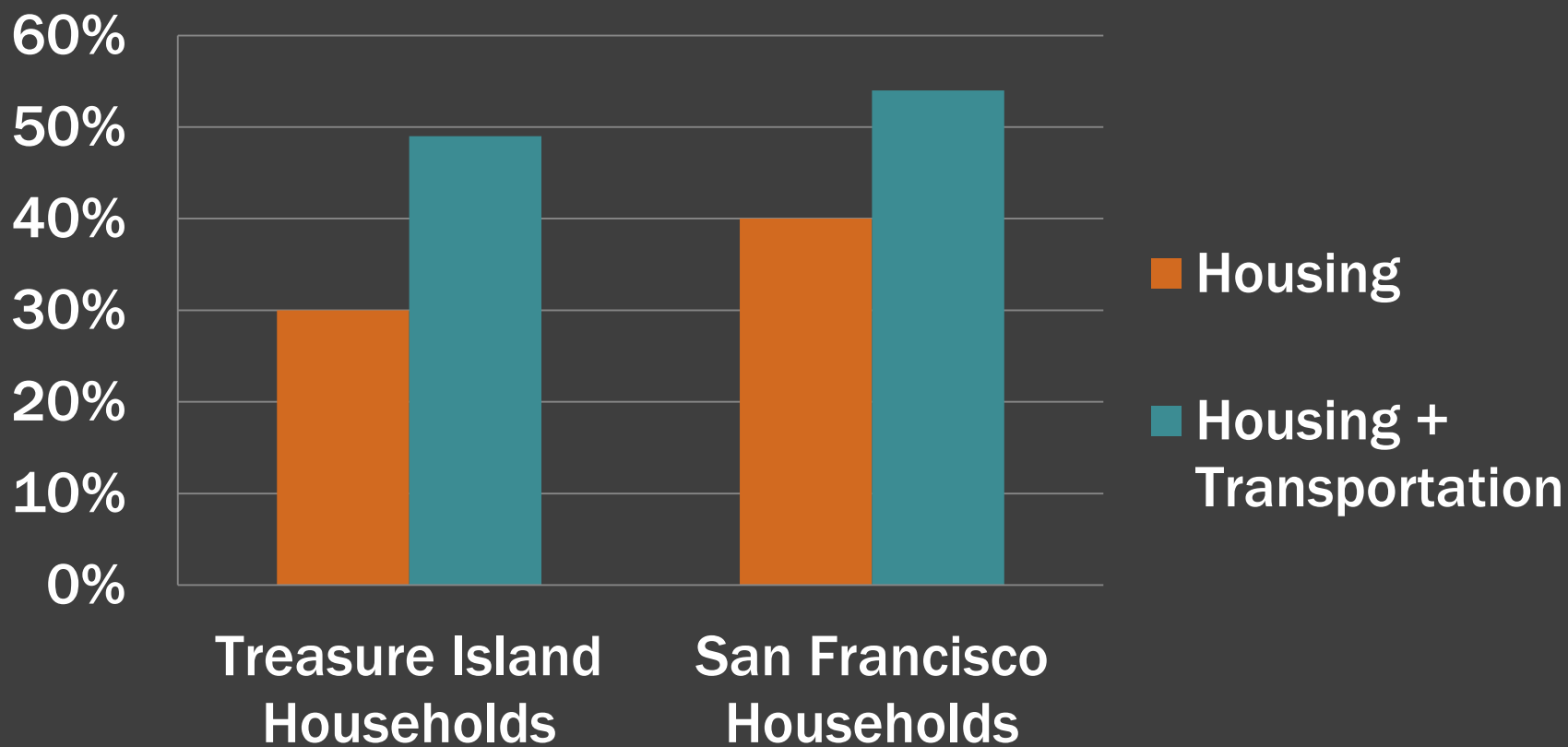
- ▶ Congestion
- ▶ Cost of driving (vehicle, fuel)
- ▶ Finding parking

Housing + Transportation Affordability for Low Income Households



BACKGROUND AND GOALS > POLICY ALTERNATIVES > PERFORMANCE > OUTREACH

Average Share of Income Spent on Housing + Transportation

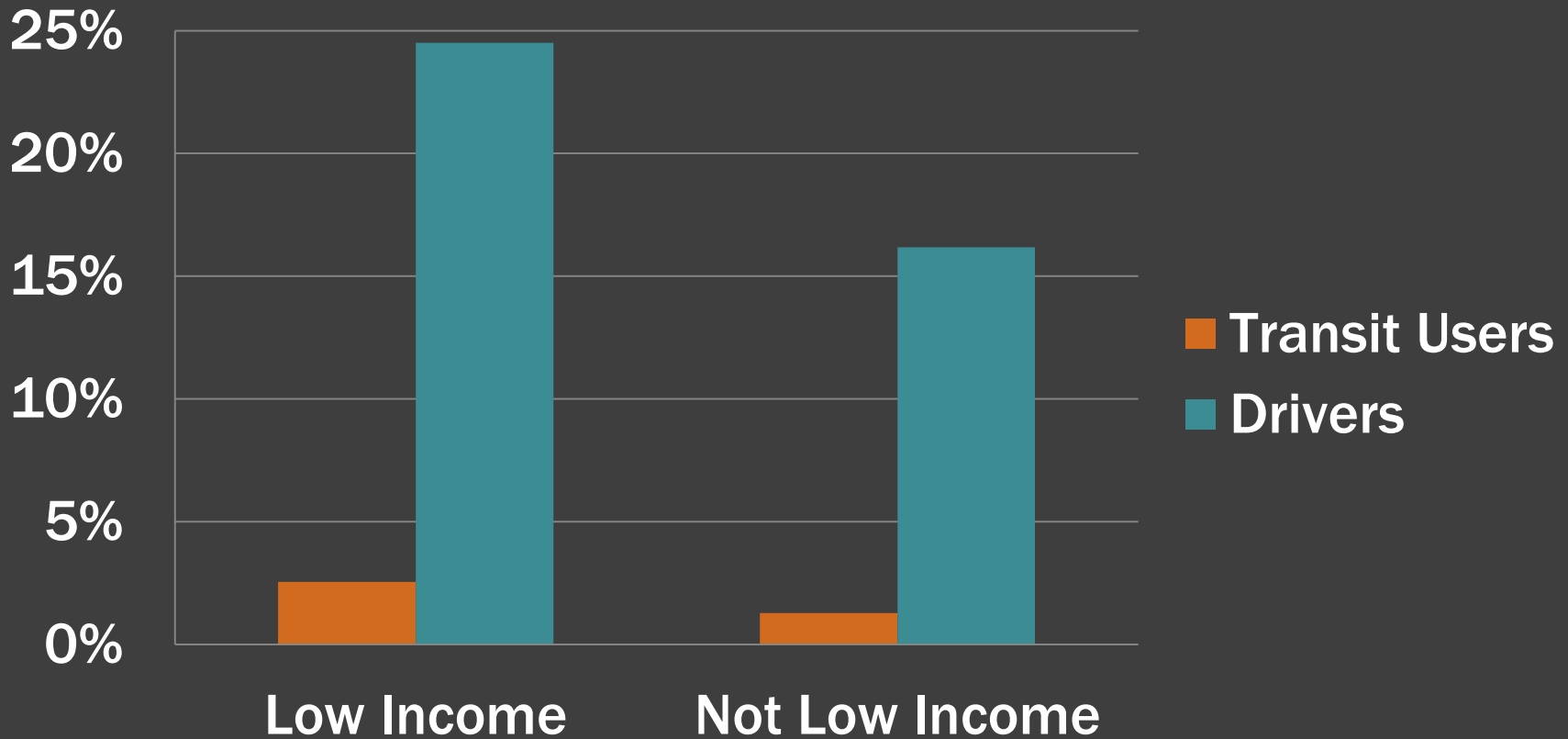


Driving and Transit: Out-Of-Pocket Expenses for Users



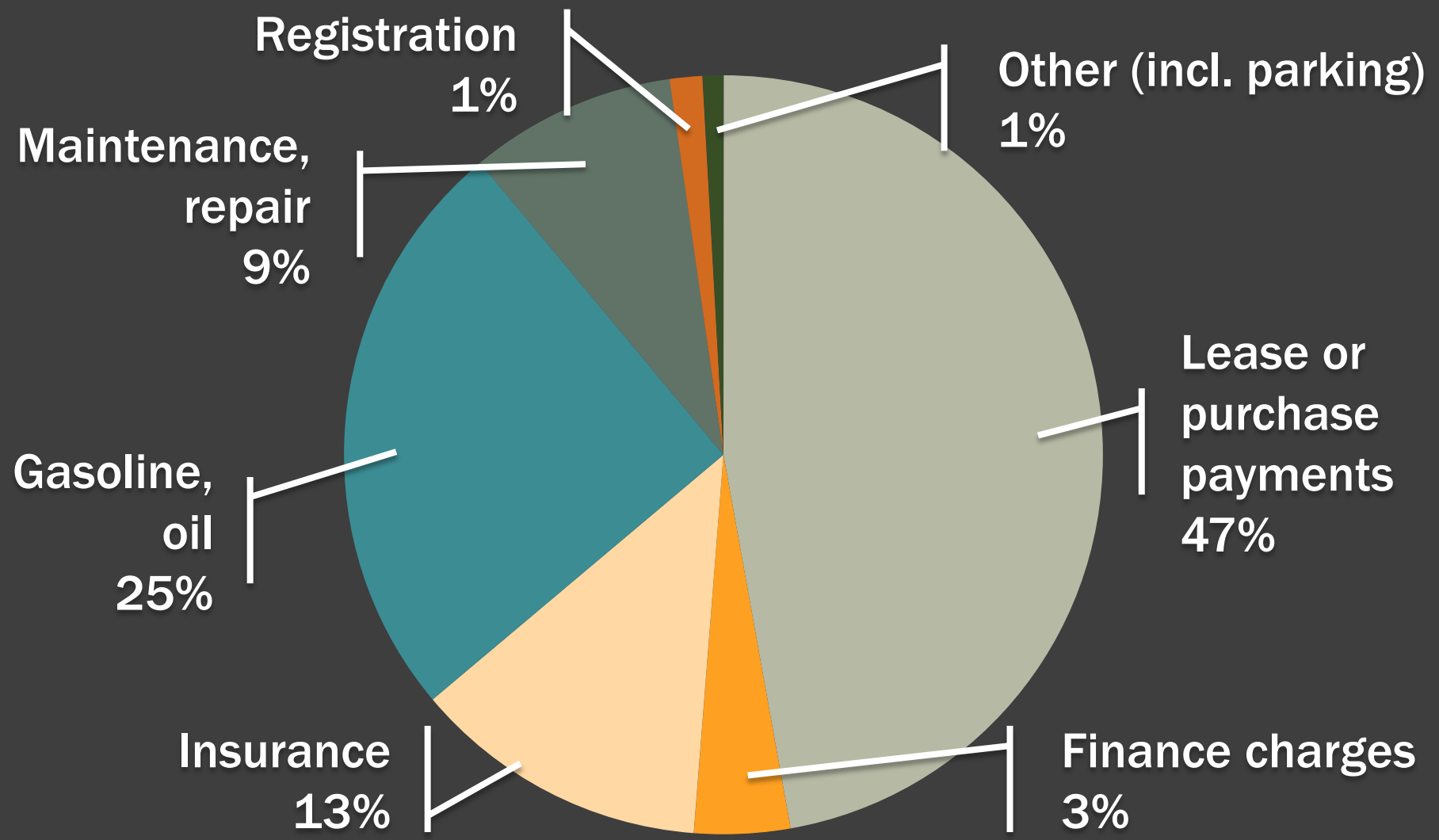
BACKGROUND AND GOALS > **POLICY ALTERNATIVES** > PERFORMANCE > OUTREACH

Spending on Transit and on Driving as a Share of Total Income, California Households



Breakdown of Driving Costs Low Income California Households

BACKGROUND AND GOALS > POLICY ALTERNATIVES > PERFORMANCE > OUTREACH



Source: Transportation Spending by Low Income Households, Public Policy Institute of California, 2004

Recommended Toll Policy

BACKGROUND AND GOALS > POLICY ALTERNATIVES > PERFORMANCE > OUTREACH



How much?

Before ferry service begins: ~\$3/\$1 peak/off peak
With ferry service: ~\$5/\$3 peak/off peak
Adjusted annually, based on transit cost

When?

7 days a week during transit core service hours
(e.g., 6AM-10PM)

Which ways?

On & off
Westbound Bay Bridge drivers receive toll credit

Who is exempt?

Transit, shuttles, vanpools, bicyclists, and pedestrians

What are additional benefits?

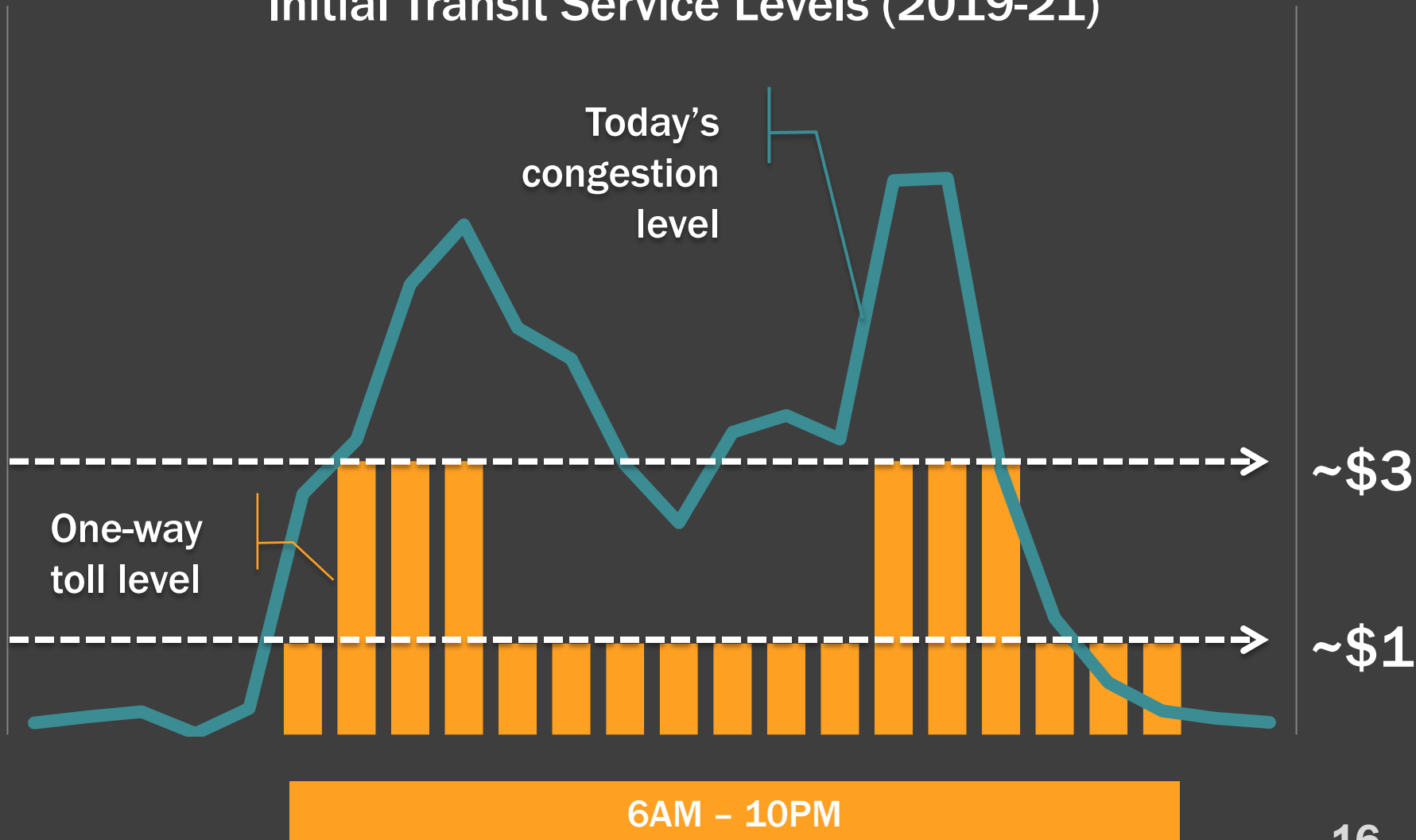
Multimodal “transit discount” for all households in below-market-rate (BMR) housing

Approximate Toll Levels: 2019-2021

BACKGROUND AND GOALS > POLICY ALTERNATIVES > PERFORMANCE > OUTREACH



Approximate One-Way Toll Level to Support Initial Transit Service Levels (2019-21)

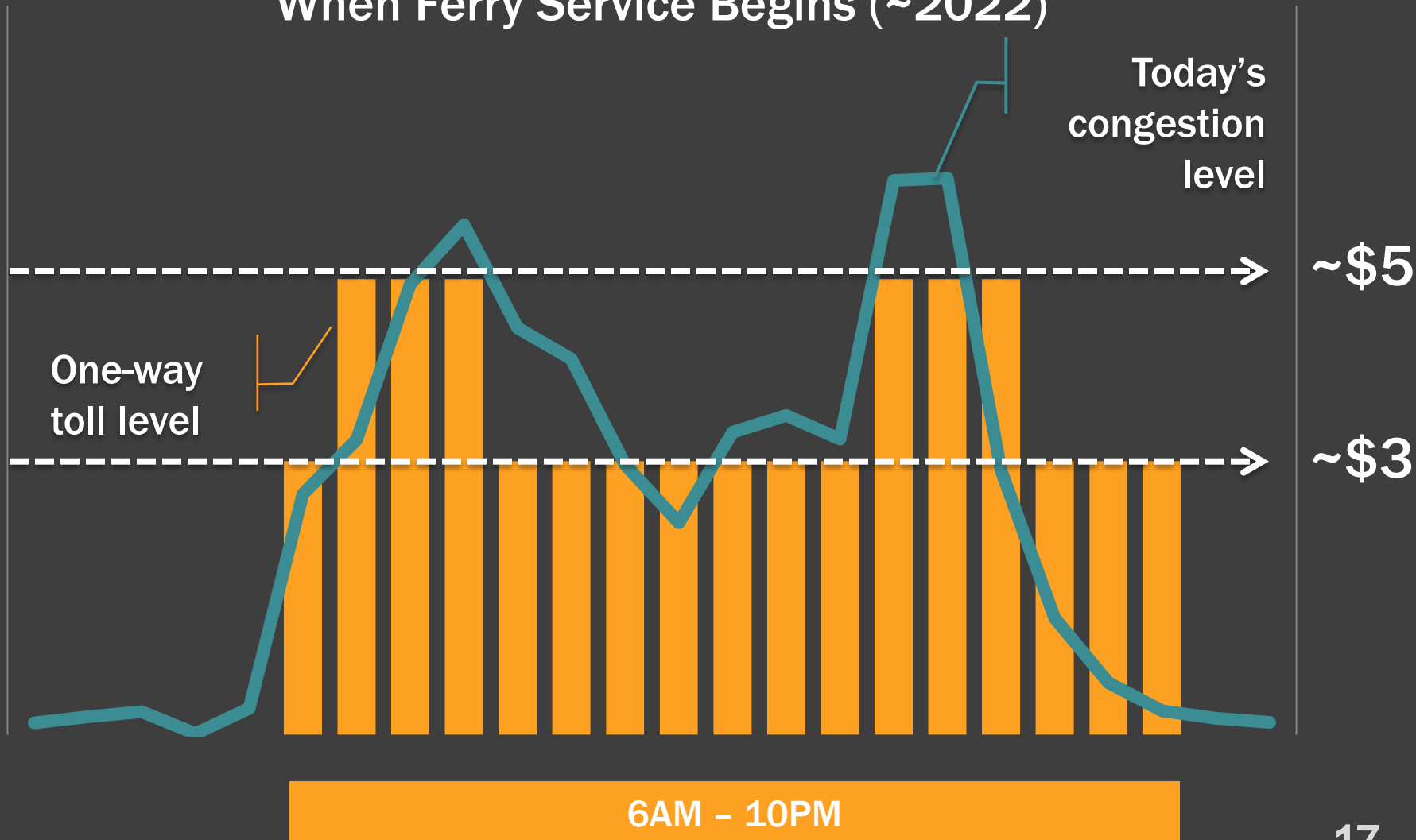


Approximate Toll Levels: With Ferry

BACKGROUND AND GOALS > POLICY ALTERNATIVES > PERFORMANCE > OUTREACH



Approximate One-Way Toll Level When Ferry Service Begins (~2022)



Recommended Toll Policy



BACKGROUND AND GOALS > POLICY ALTERNATIVES > PERFORMANCE > OUTREACH

Important to meet
50% transit mode
share requirement

How much?

Before ferry service begins: ~\$3/\$1 peak/off peak
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When?

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pedestrians

What are additional
benefits?

Multimodal “transit discount” for all households in
below-market-rate (BMR) housing

Recommended Toll Policy

BACKGROUND AND GOALS > POLICY ALTERNATIVES > PERFORMANCE > OUTREACH



Important to raise sufficient revenue

How much?

Before ferry service begins: ~\$3/\$1 peak/off peak

With ferry service: ~\$5/\$3 peak/off peak

Adjusted annually, based on transit cost

When?

7 days a week during transit core service hours (e.g., 6AM-10PM)

Which ways?

On & off

Westbound Bay Bridge drivers receive toll credit

Who is exempt?

Transit, shuttles, vanpools, bicyclists, and pedestrians

What are additional benefits?

Multimodal “transit discount” for all households in below-market-rate (BMR) housing

Affordability Options

Scenario C: Toll Discount

BACKGROUND AND GOALS > POLICY ALTERNATIVES > **PERFORMANCE** > OUTREACH



Muni buses
every 3.5
minutes

Free
on-island
shuttle

AC Transit
buses every
10 minutes

Ferry service
to SF every
25 minutes



**Discounted
toll level for
lowest
income
HHs***

** E.g., half the regular toll. Limited to residents who qualify for a Muni Lifeline transit pass*

Affordability Options

Scenario D: Transit Discount

BACKGROUND AND GOALS > POLICY ALTERNATIVES > **PERFORMANCE** > OUTREACH



Muni buses
every 3.5
minutes

Free
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Ferry service
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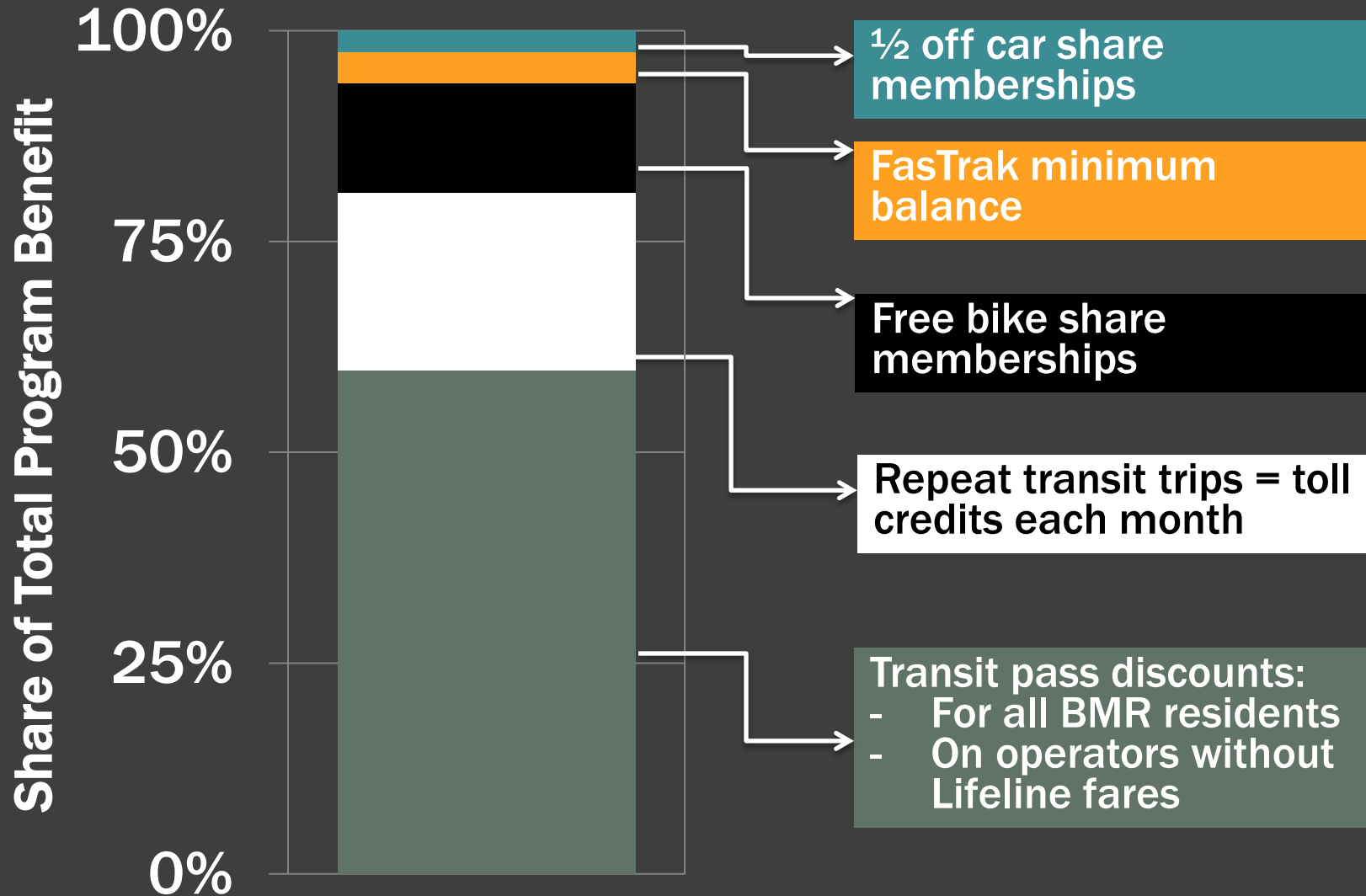


Add transit
& carshare
benefits /
discounts
for all HHs
in BMR*
units

**Below Market Rate*

Potential Transit Discount Benefits

BACKGROUND AND GOALS > POLICY ALTERNATIVES > PERFORMANCE > OUTREACH



Transit Discount Recommended Rather Than Toll Discount



BACKGROUND AND GOALS > POLICY ALTERNATIVES > **PERFORMANCE** > OUTREACH

Transportation Performance

- Benefits the >50% of low income residents who use mainly use transit
- Will result in a higher transit mode share and fewer vehicle miles traveled

Financial Performance

- Covers costs
- Funds additional benefits for all households in BMR units

Affordability Performance

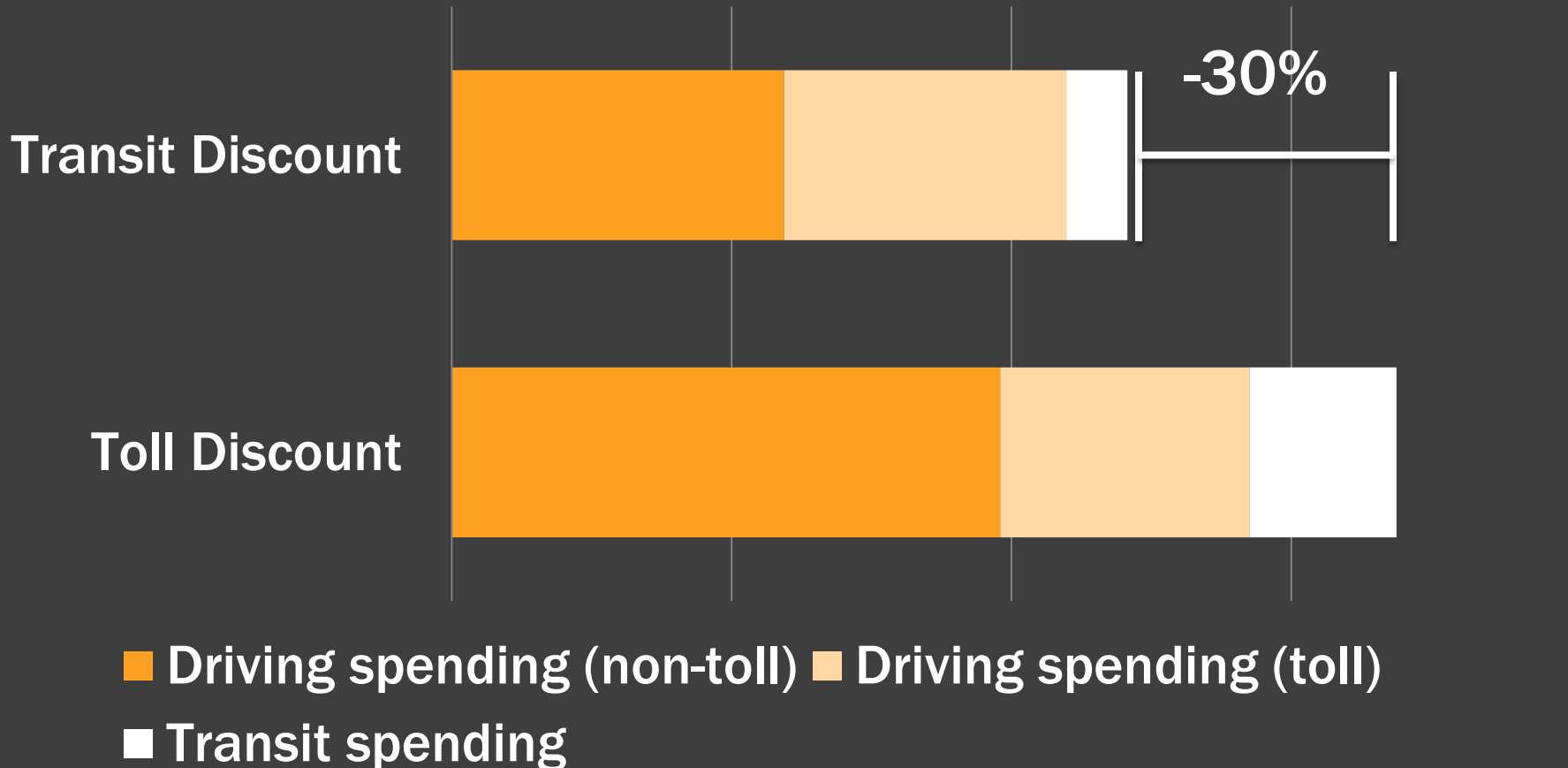
- Lowest transportation costs for low income households
- Benefits double the people

Affordability Performance

BACKGROUND AND GOALS > POLICY ALTERNATIVES > PERFORMANCE > OUTREACH



Projected Transportation Spending, Low Income TI Residents

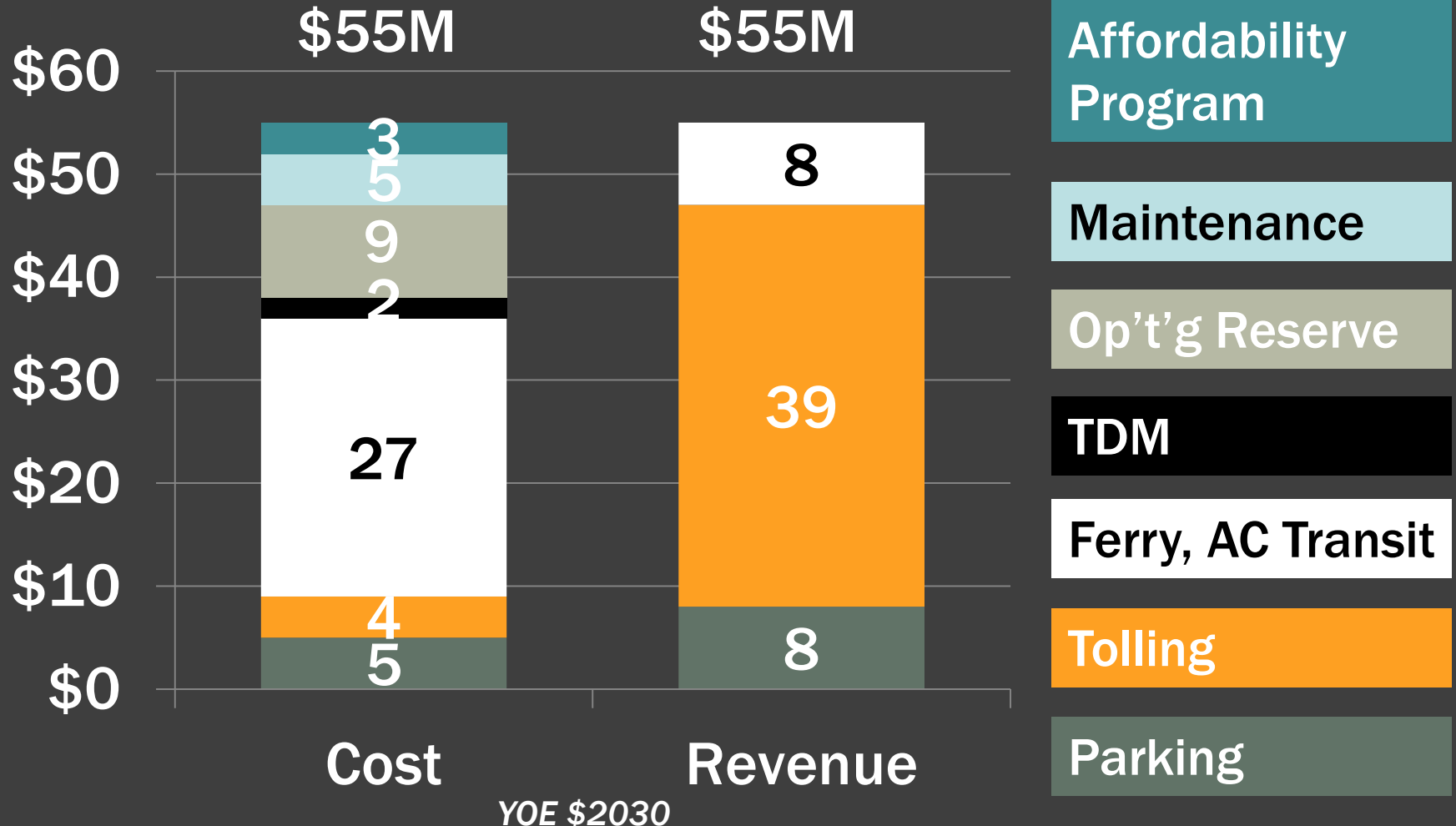


Financial Performance

BACKGROUND AND GOALS > POLICY ALTERNATIVES > **PERFORMANCE** > OUTREACH



Mobility Program Annual Operating Cost, in Millions, 2030



YOE \$2030

Outreach & Next Steps

BACKGROUND AND GOALS > POLICY ALTERNATIVES > PERFORMANCE > OUTREACH



July

- Focus groups with housing providers, residents, businesses
- Food pantry tabling
- July 15 Community Meeting

August

- Spanish and Chinese language outreach
- Additional Community Meeting
- Additional business outreach

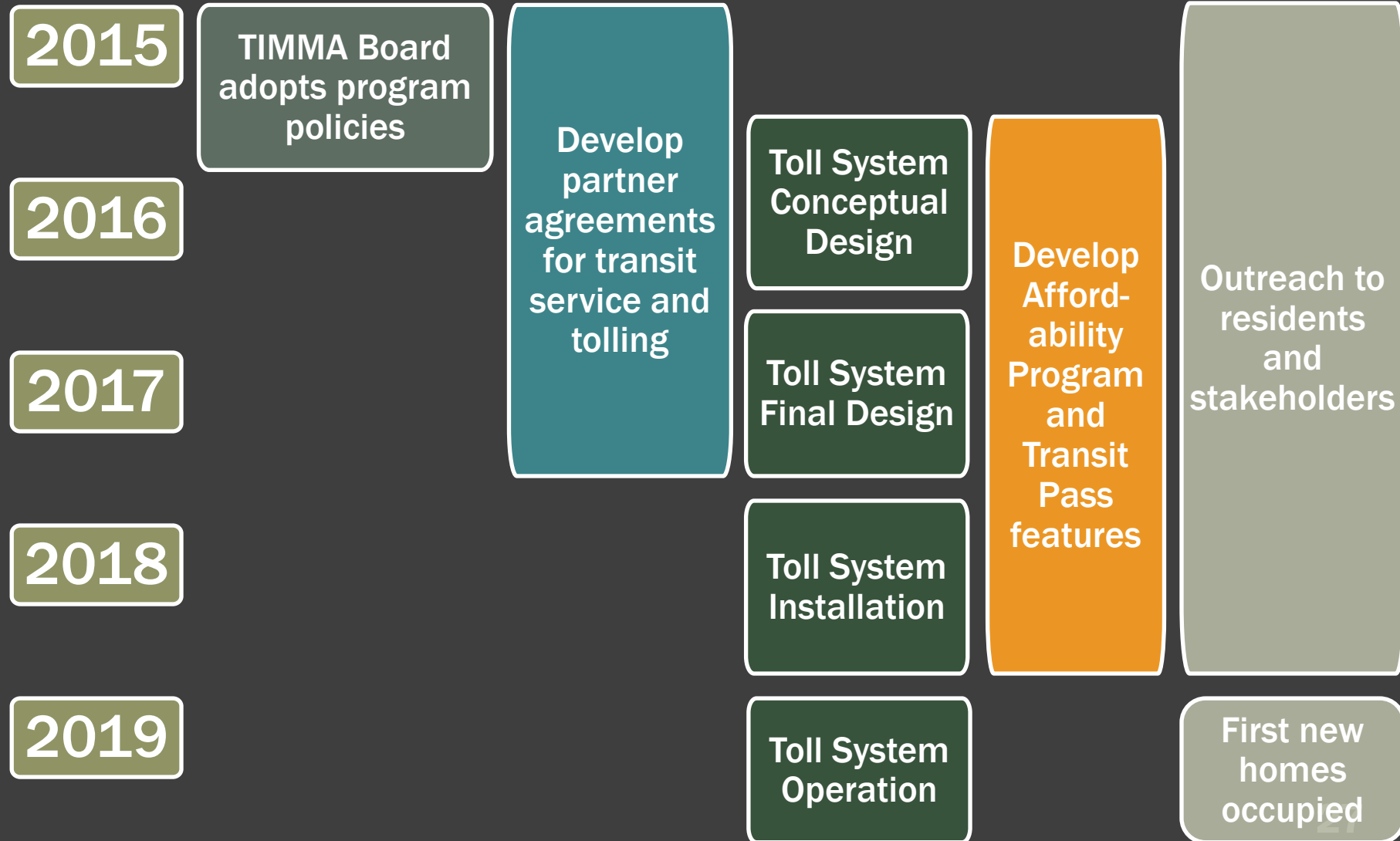
Sept

- Refine policy proposals based on outreach feedback

TI Mobility Program Implementation Timeframe



BACKGROUND AND GOALS > POLICY ALTERNATIVES > PERFORMANCE > **OUTREACH**



Thank you!

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415.522.4809
www.timma.org



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY