

Treasure Island Mobility Management Program

Preliminary Toll Policy Recommendations
For Buildout Year (2030)
Draft



TIDA CAB
June 2, 2015

About the Treasure Island Mobility Management Program

BACKGROUND AND GOALS > POLICY ALTERNATIVES > PERFORMANCE > OUTREACH



2003

Treasure Island Development Authority (TIDA) selects master developer

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

TI Transportation Challenges



BACKGROUND AND GOALS > POLICY ALTERNATIVES > PERFORMANCE > OUTREACH

- ▶ **Need for revenue to fund operations of new ferry and AC Transit service**
 - ▶ Must be permanent
 - ▶ Must be committed
- ▶ **Need to minimize added congestion on Bay Bridge**

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

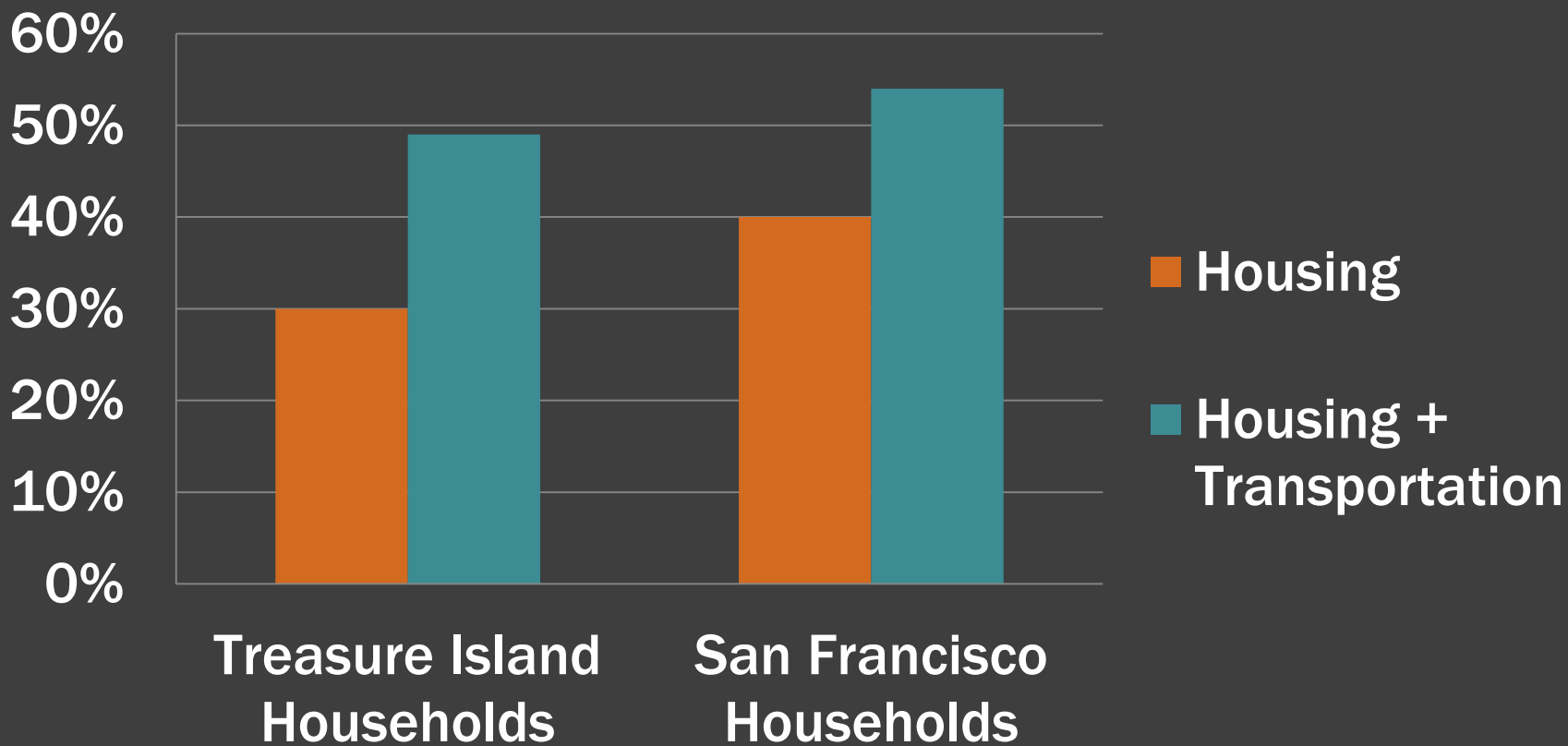


Housing + Transportation Affordability for Low Income Households



BACKGROUND AND GOALS > POLICY ALTERNATIVES > PERFORMANCE > OUTREACH

Average Share of Income Spent on Housing + Transportation

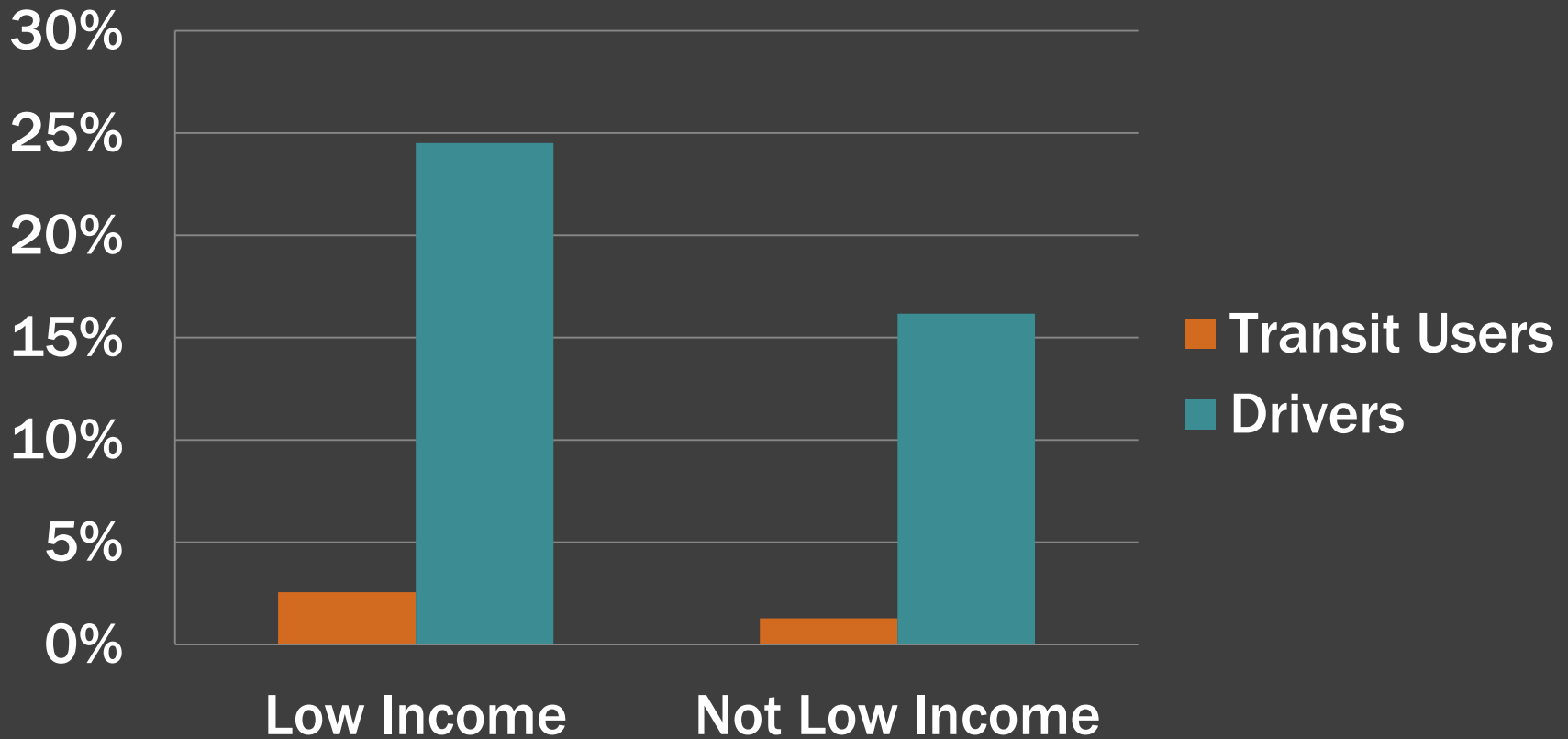


Driving Nearly 10x Times More Costly for Users Than Transit



BACKGROUND AND GOALS > POLICY ALTERNATIVES > PERFORMANCE > OUTREACH

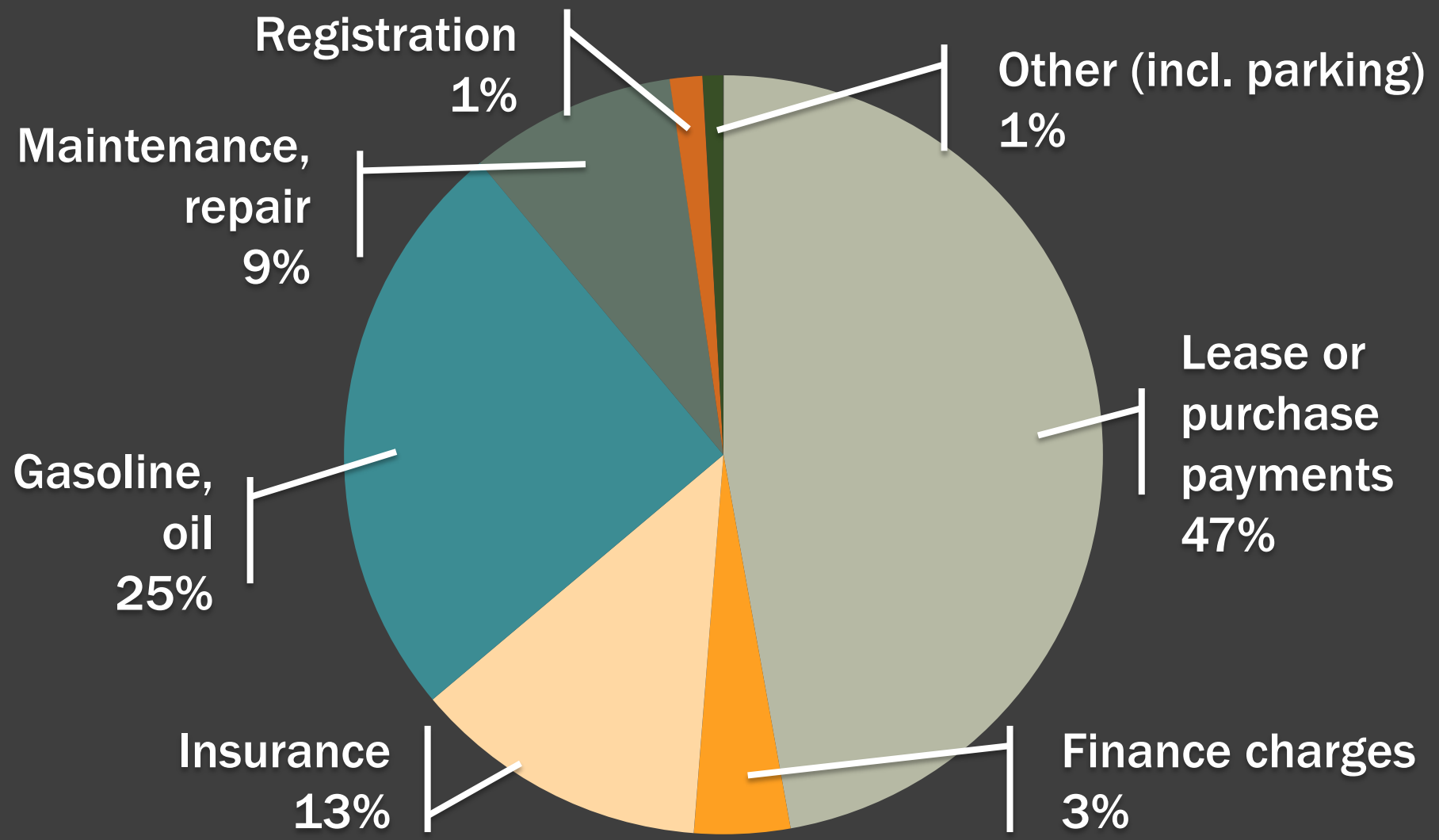
Spending on Transit and on Driving as a Share of Total Income, California Households



Breakdown of Driving Costs Low Income California Households



BACKGROUND AND GOALS > POLICY ALTERNATIVES > PERFORMANCE > OUTREACH

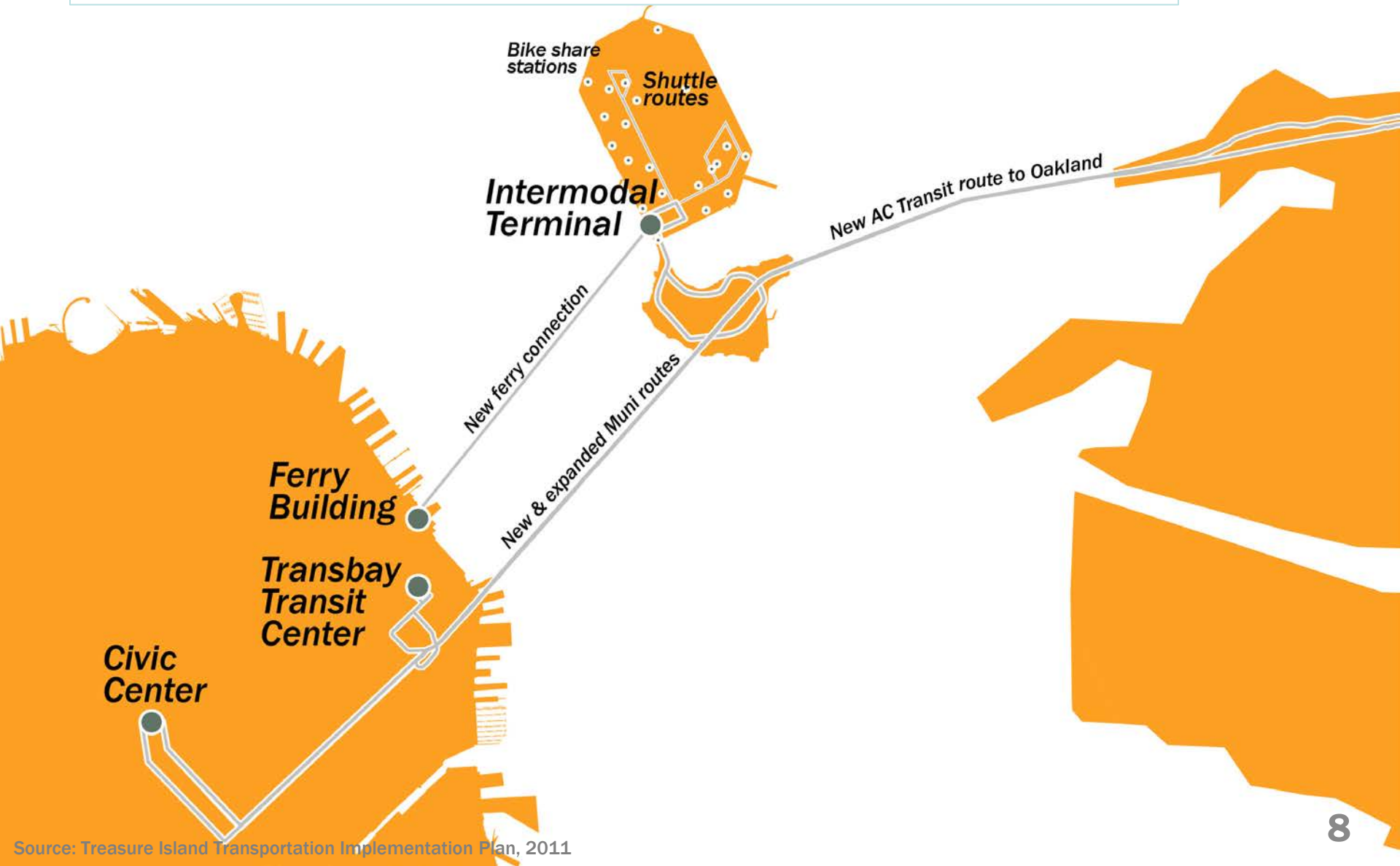


Source: Transportation Spending by Low Income Households, Public Policy Institute of California, 2004

Transit Services Planned for Treasure Island



BACKGROUND AND GOALS > POLICY ALTERNATIVES > PERFORMANCE > OUTREACH

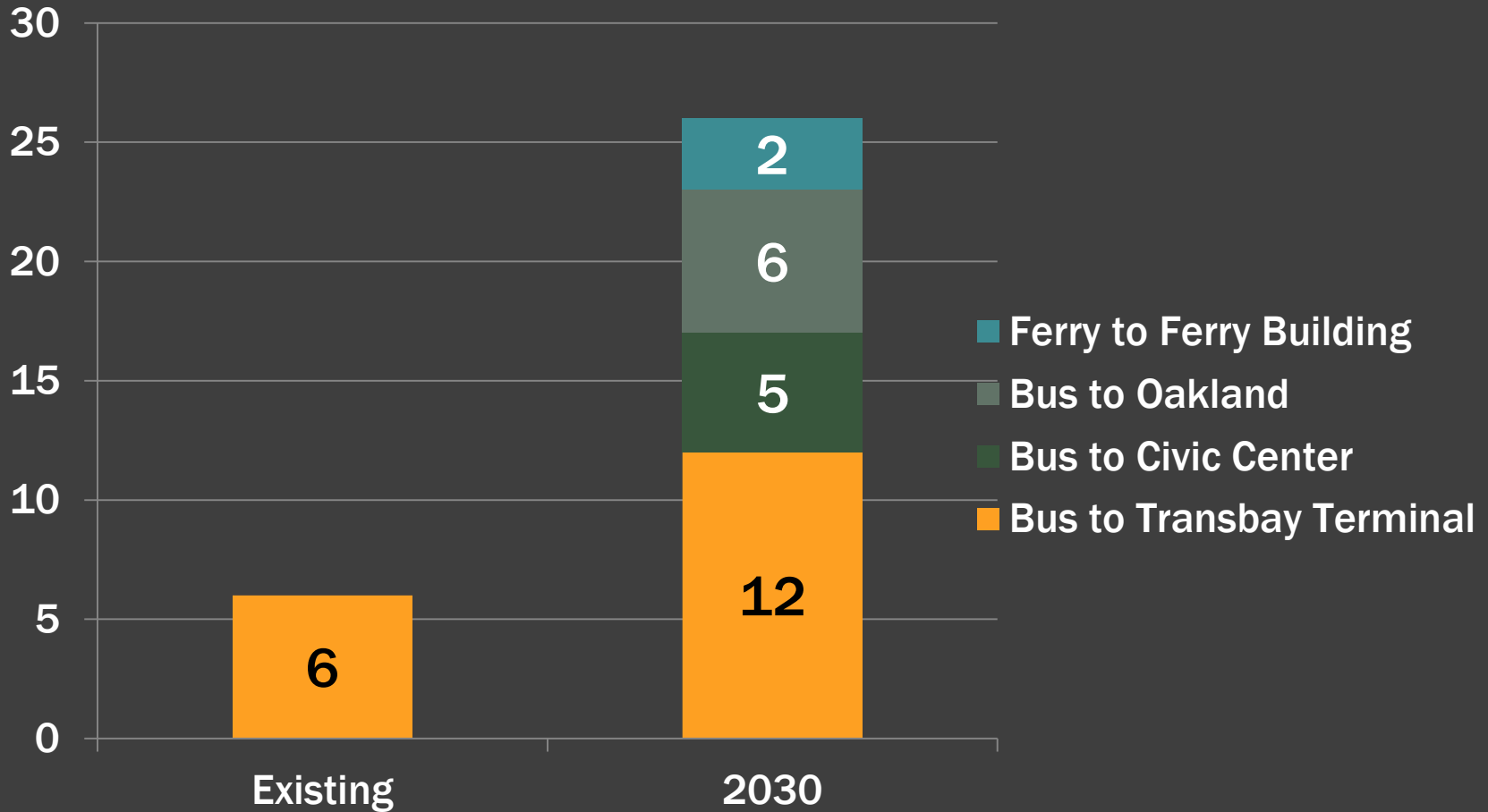


Treasure Island Will Be Among SF' Most Transit Rich Neighborhoods



BACKGROUND AND GOALS > POLICY ALTERNATIVES > PERFORMANCE > OUTREACH

Transit departures from Treasure Island, peak hour



Transportation Policy Questions

BACKGROUND AND GOALS > POLICY ALTERNATIVES > PERFORMANCE > OUTREACH



Congestion Toll, Buildout Year (2030)

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

Today

Congestion Toll, First 5 Years (2019 – 2023)

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

On
Deck

Transportation Policy Questions

BACKGROUND AND GOALS > POLICY ALTERNATIVES > PERFORMANCE > OUTREACH



Transit & Shuttle Service

- Transit pass features
- Fare levels
- New service phasing

On Deck

Other Transportation Issues

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

On Deck

Performance Measures

BACKGROUND AND GOALS > POLICY ALTERNATIVES > PERFORMANCE > OUTREACH



Higher share of transit, bike, walk trips

High transit service levels

High cost recovery ratio

>50% transit mode share

Benefits widely distributed

Walking & Biking

Quality Transit

Financial Viability

Car-light living

Affordability

Lower share of driving trips

Less transit crowding

Minimize unfunded operations, maintenance needs

Low Vehicle Miles Traveled (VMT)

Lower overall transportation cost for low-income HHs

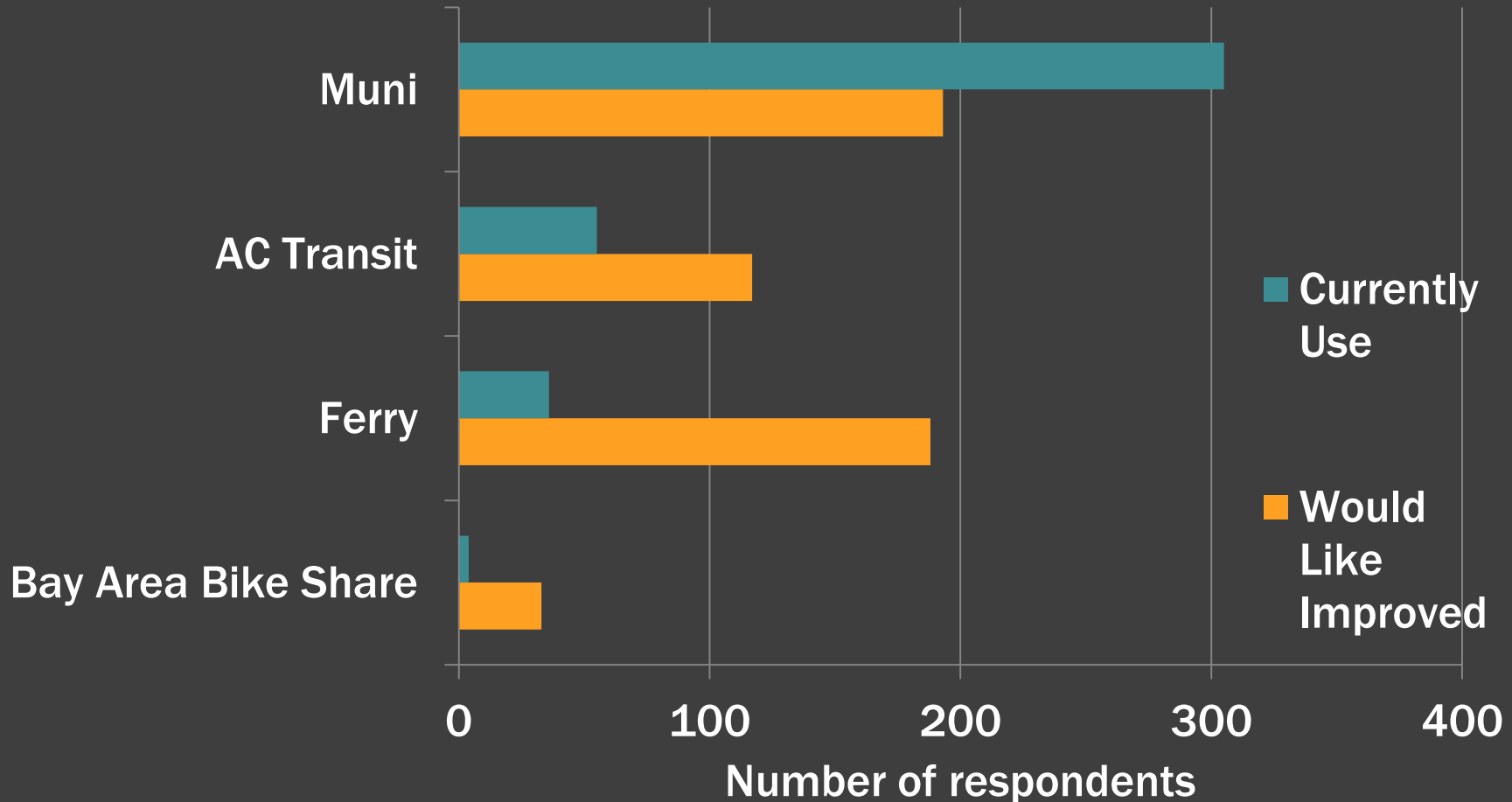
Needs of Current TI Residents

BACKGROUND AND GOALS > POLICY ALTERNATIVES > PERFORMANCE > OUTREACH



Which services do you use now?

To which service would you most like to see improvements?



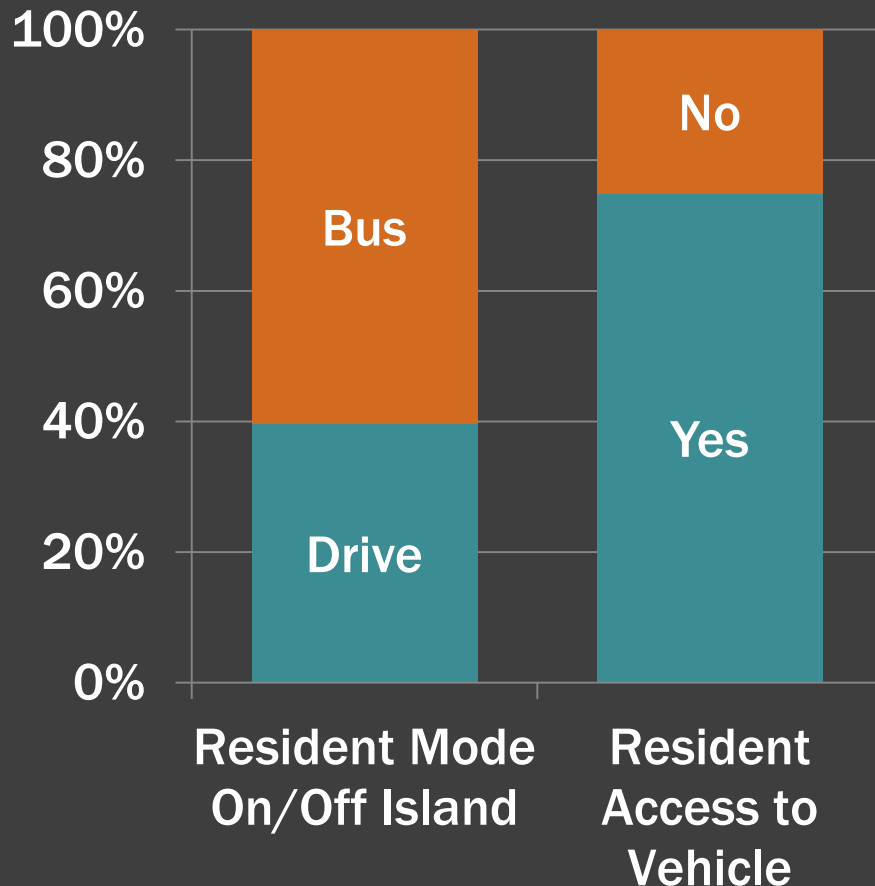
Needs of Current TI Residents

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

Recommended Toll Policies

BACKGROUND AND GOALS > POLICY ALTERNATIVES > PERFORMANCE > OUTREACH



	How much?*	When?	Which ways?	Who is exempt?	What additional benefits?
	A \$5	Week- days AM, PM peaks	On & off	Visitors HOV3 Vanpool / shuttle	
	B \$5 average; varies with congestion	7 days a week All congested periods (6AM-7pm)	On & off Bay Bridge toll credit	HOV3 Vanpool / shuttle	
Financially Feasible	~\$5; based on transit cost Varies with congestion Adjusted annually	7 days a week Transit core service hours (6AM-10PM)	On & off Bay Bridge toll credit	Vanpool / shuttle	

*Anticipated toll level required when ferry service starts (~2022)

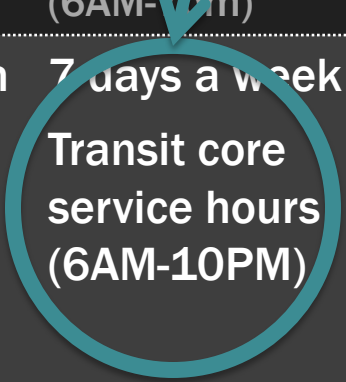
Recommended Toll Policies

BACKGROUND AND GOALS > POLICY ALTERNATIVES > PERFORMANCE > OUTREACH



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Important to meet 50% transit mode share requirement



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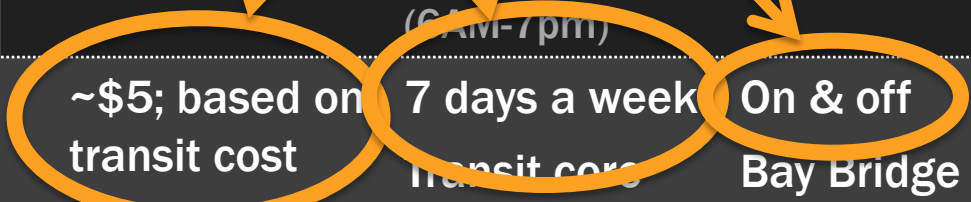
Recommended Toll Policies

BACKGROUND AND GOALS > POLICY ALTERNATIVES > PERFORMANCE > OUTREACH



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Important to raise sufficient revenue



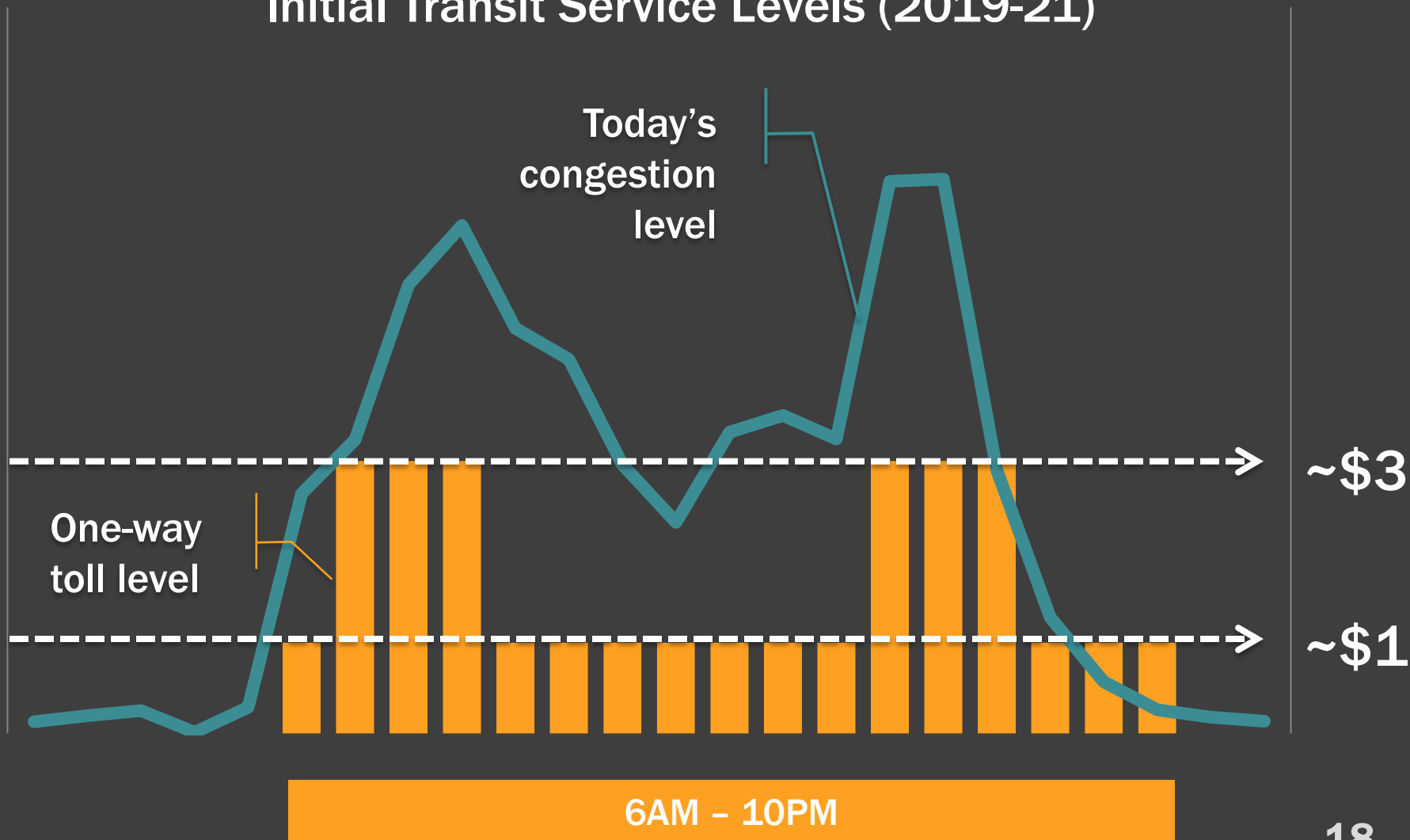
*Anticipated toll level required when ferry service starts (~2022)

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)

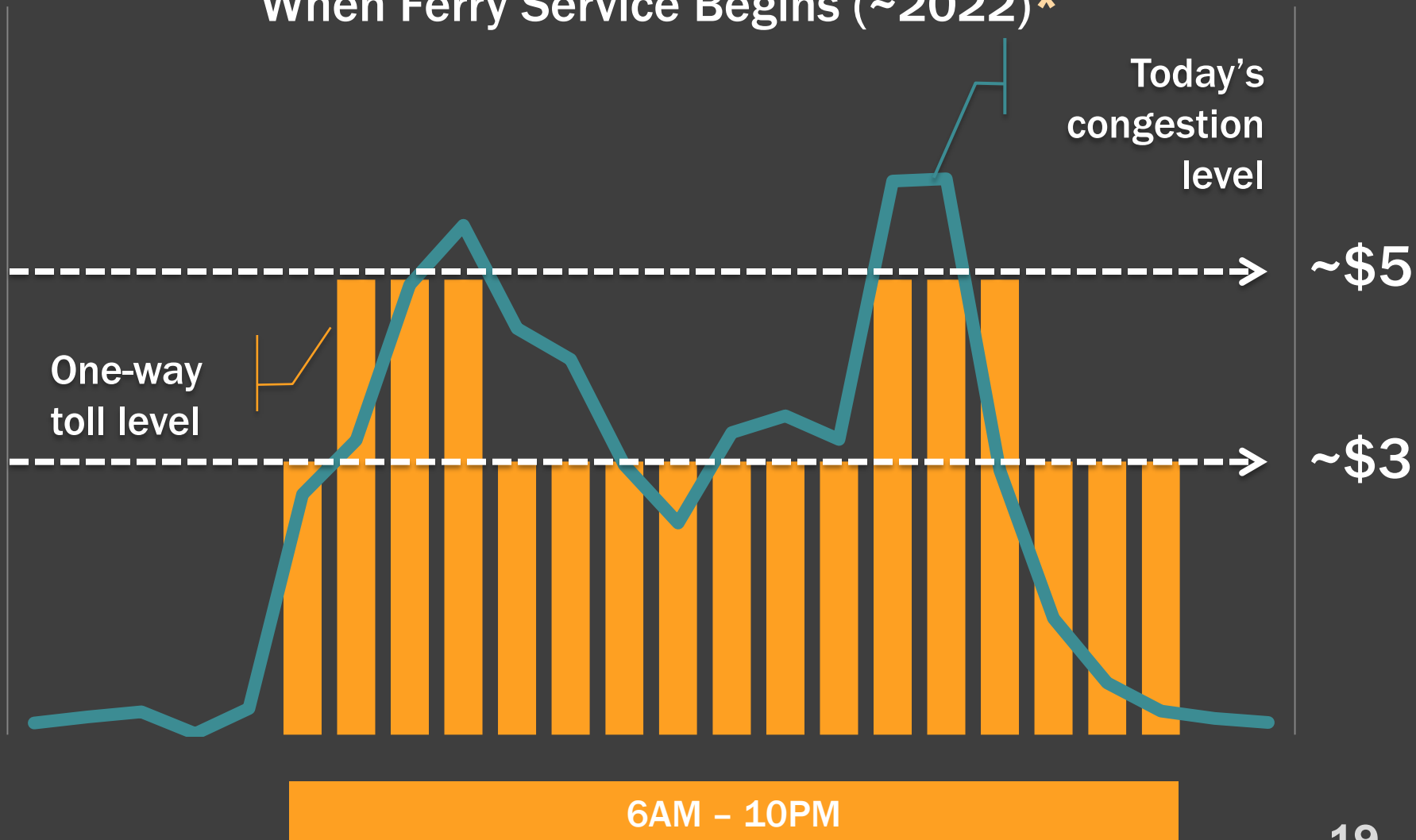


Approximate Toll Levels: With Ferry

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



Affordability Alternatives

BACKGROUND AND GOALS > POLICY ALTERNATIVES > PERFORMANCE > OUTREACH



	How much?	When?	Which ways?	Who is exempt?	What additional benefits?
	A \$5	Week- days AM, PM peaks	On & off	Visitors HOV3 Vanpool / shuttle	
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Financially Feasible	~\$5; based on transit cost Varies with congestion Adjusted annually	7 days a week Transit core service hours (6AM-10PM)	On & off Bay Bridge toll credit	Vanpool / shuttle	C Toll discount for low-income* HHs D Transit discount for all HHs in below-market-rate housing

* Limited to residents who qualify for a Muni Lifeline transit pass

Recommendation: Scenario D, Transit Discount



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

Transportation Performance

- Highest transit mode share
- Exceeds 50% transit mode share target
- Fewest 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 – all in BMR units benefit

Transit Discount for Affordability



BACKGROUND AND GOALS > POLICY ALTERNATIVES > PERFORMANCE > OUTREACH

Include benefits for the >50% of low income residents who use transit or bike

Support affordability for all travel modes

Benefit all HHs in below-market-rate housing

Extend pre-paid transit pass benefit to all households, with a discount

Current yearly cost of driving exceeds projected toll payments

Reduce overall transportation costs

Align discounts with TITIP goals

Design discounts to help reduce need to own one or more cars

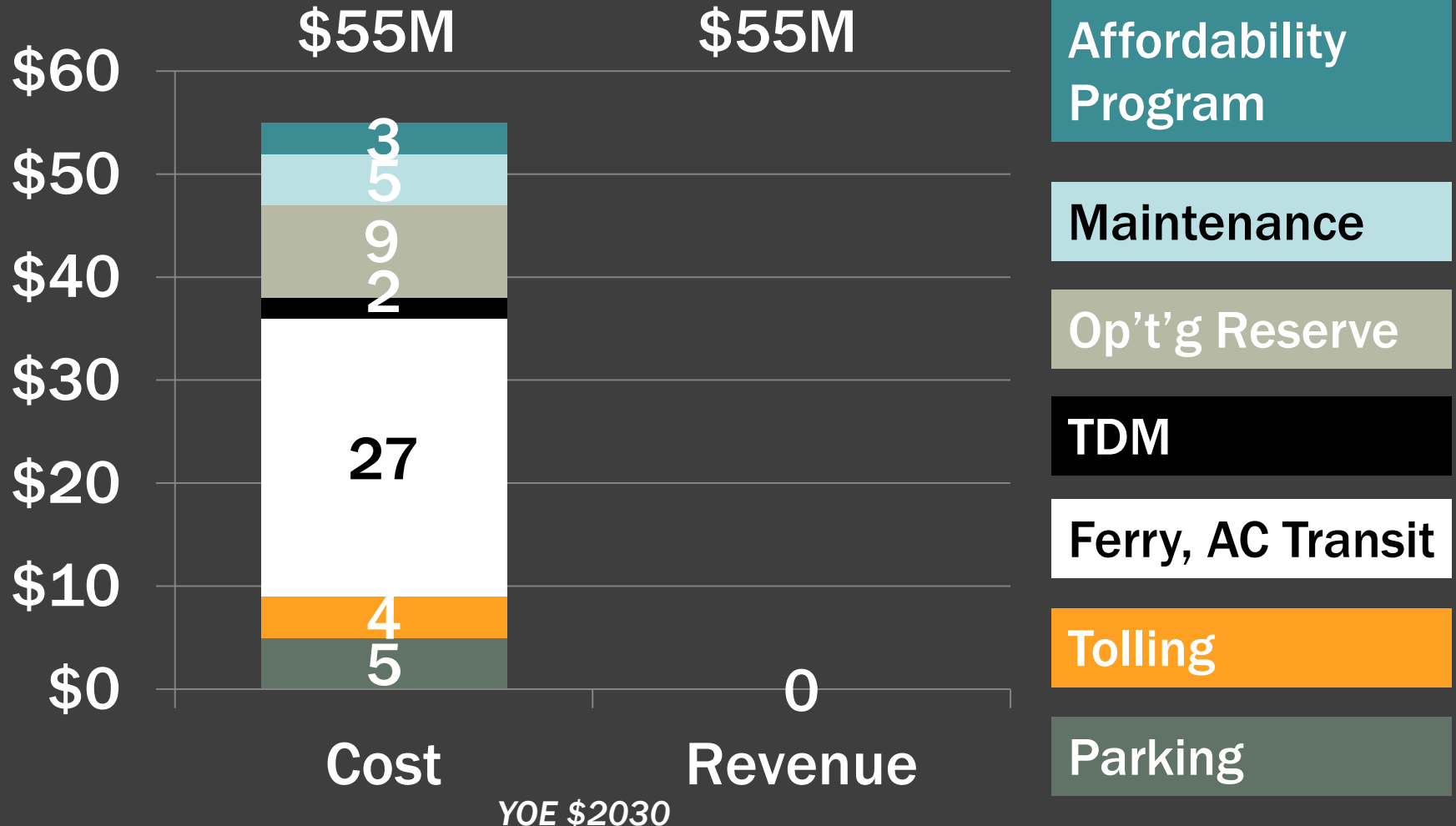


Financial Performance

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



Mobility Program Annual Operating Cost, in Millions, 2030

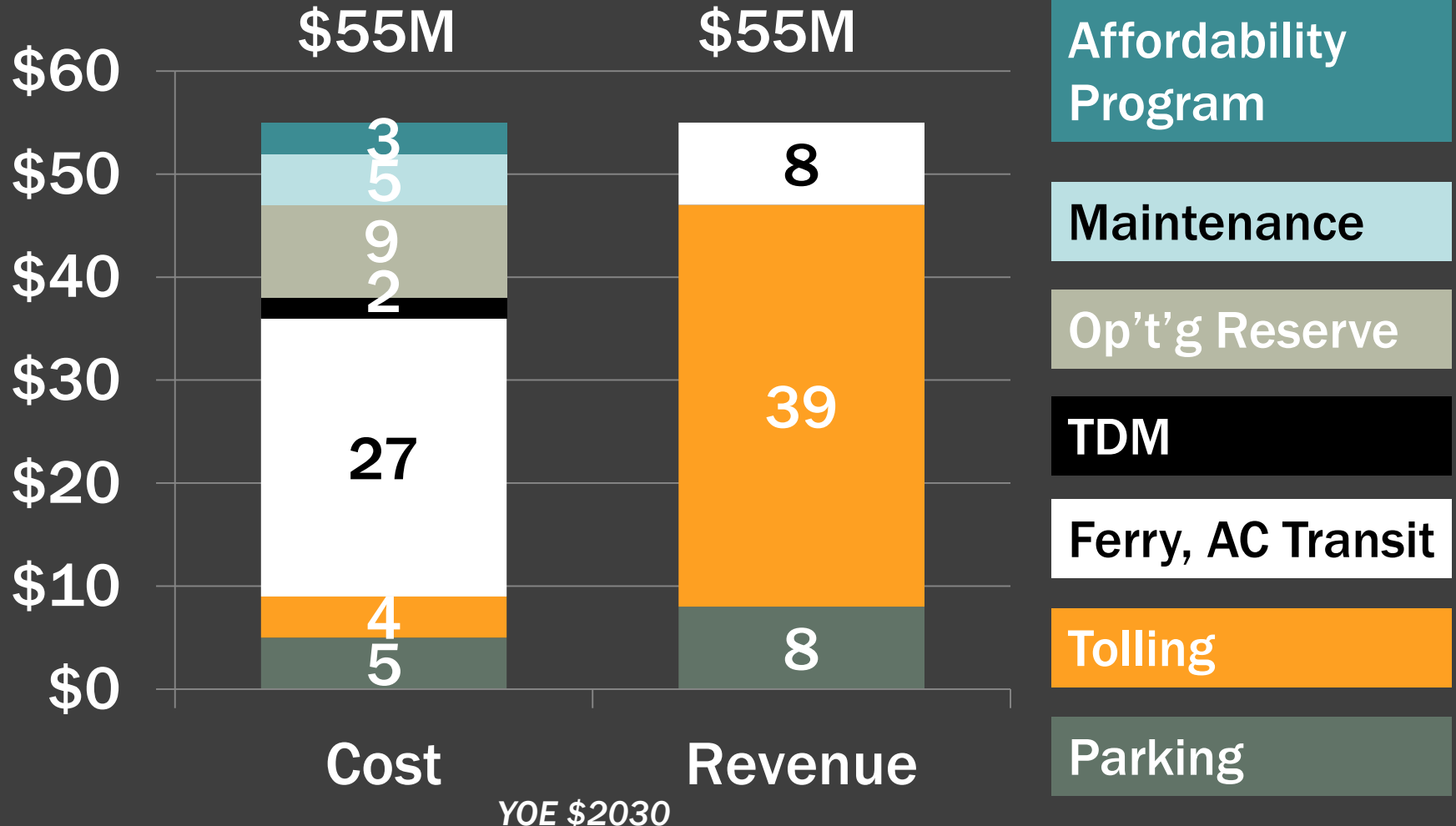


Financial Performance

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



Mobility Program Annual Operating Cost, in Millions, 2030



YOE \$2030

Other Funding Sources

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



Committed

- ▶ City of San Francisco General Fund and Muni Operating Budget
- ▶ Developer (TICD)
- ▶ Federal transit vehicle / vessel maintenance contribution

Potential capital funding sources

- ▶ Federal grants, e.g., for new ferry vessels
- ▶ One-time state or regional grants (e.g., for shuttle programs)
- ▶ New local revenues (e.g., addl sales tax, Vehicle License Fee)

Potential supplemental operating funding sources

- ▶ One-time Cap and Trade grants
- ▶ Bay Bridge toll

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
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Free
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AC Transit
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Ferry service
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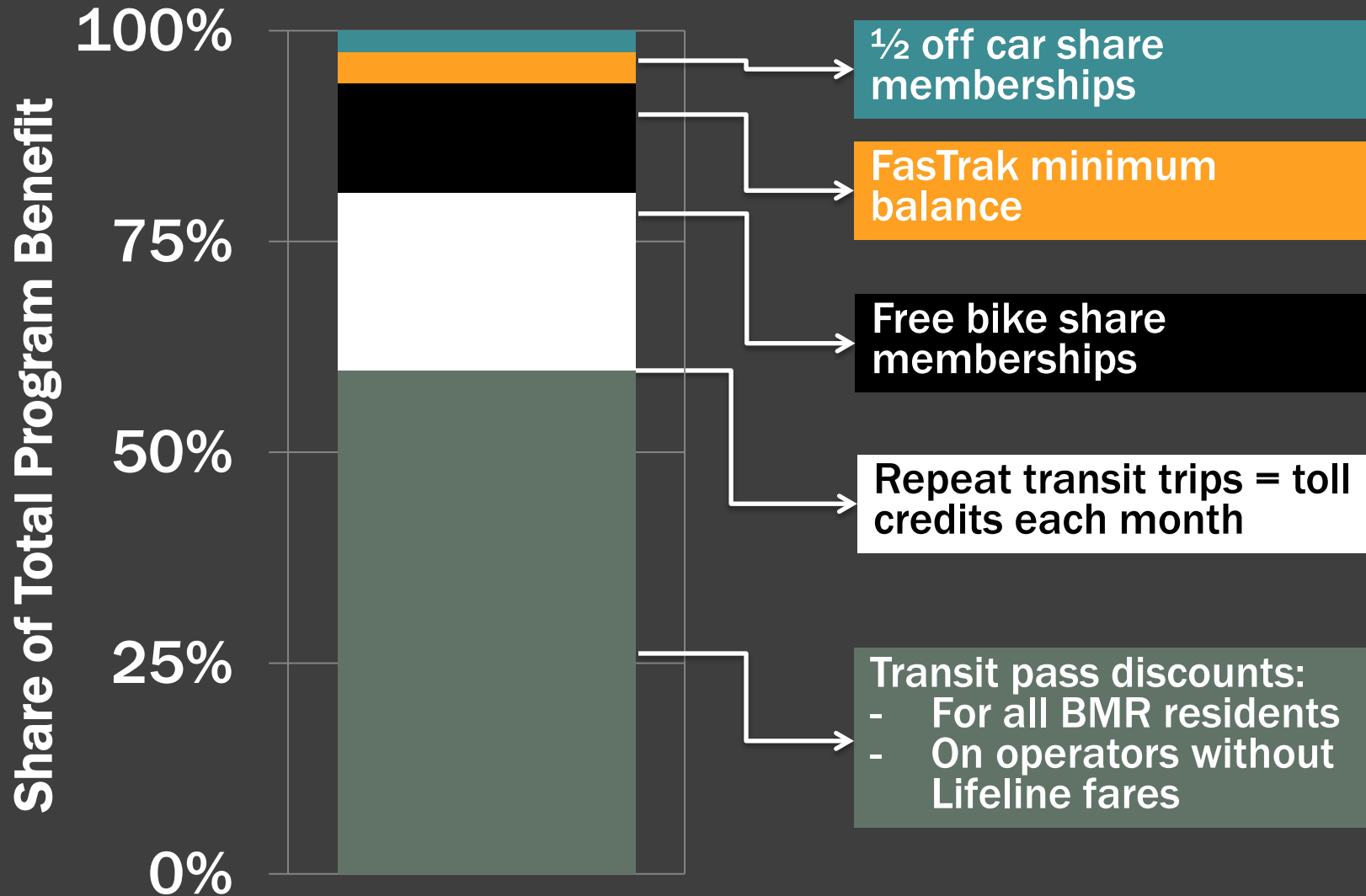
Add transit
& carshare
benefits /
discounts
for all HHs
in BMR*
units

**Below Market Rate*

Potential Transit Discount Benefits



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

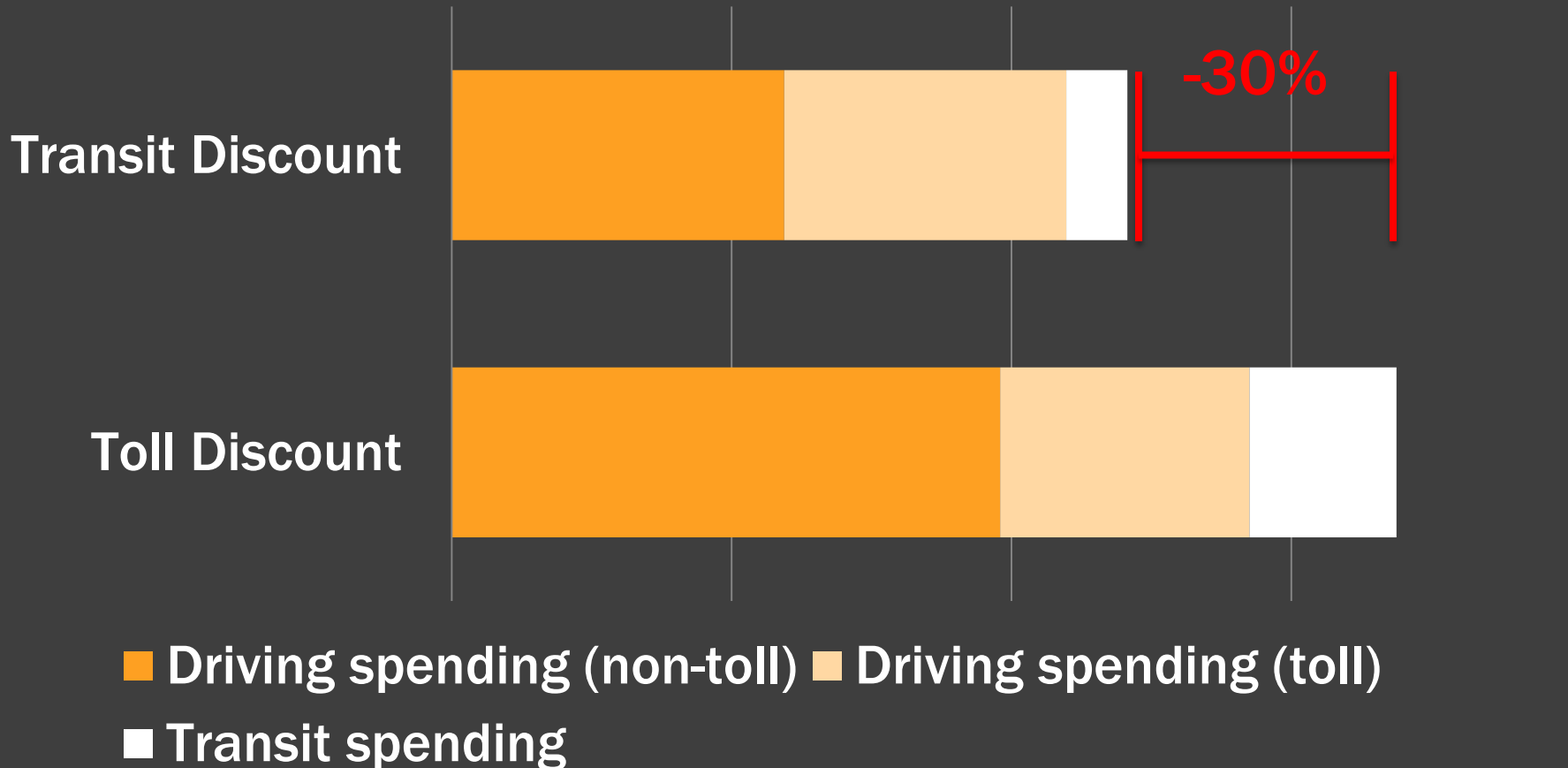


Affordability Performance



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

Projected Transportation Spending, Low Income TI Residents



Performance Measures

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



Higher share of transit, bike, walk trips

High transit service levels

High cost recovery ratio

>50% transit mode share

Benefits widely distributed

Walking & Biking

Quality Transit

Financial Viability

Car-light living

Affordability

Lower share of driving trips

Less transit crowding

Minimize unfunded operations, maintenance needs

Low Vehicle Miles Traveled (VMT)

Lower overall transportation cost for low-income HHs

Scenario D the Better Performer

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



Higher share of transit, bike, walk trips

D

High transit service levels

CD

High cost/revenue ratio

CD

>50% transit mode share

D

Benefits widely distributed

D

Walking & Biking

Quality Transit

Financial Viability

Car-light living

Affordability

Lower share of driving trips

D

Less transit crowding

CD

Minimize unneeded operations, maintenance needs

CD

Low Vehicle Miles Traveled (VMT)

D

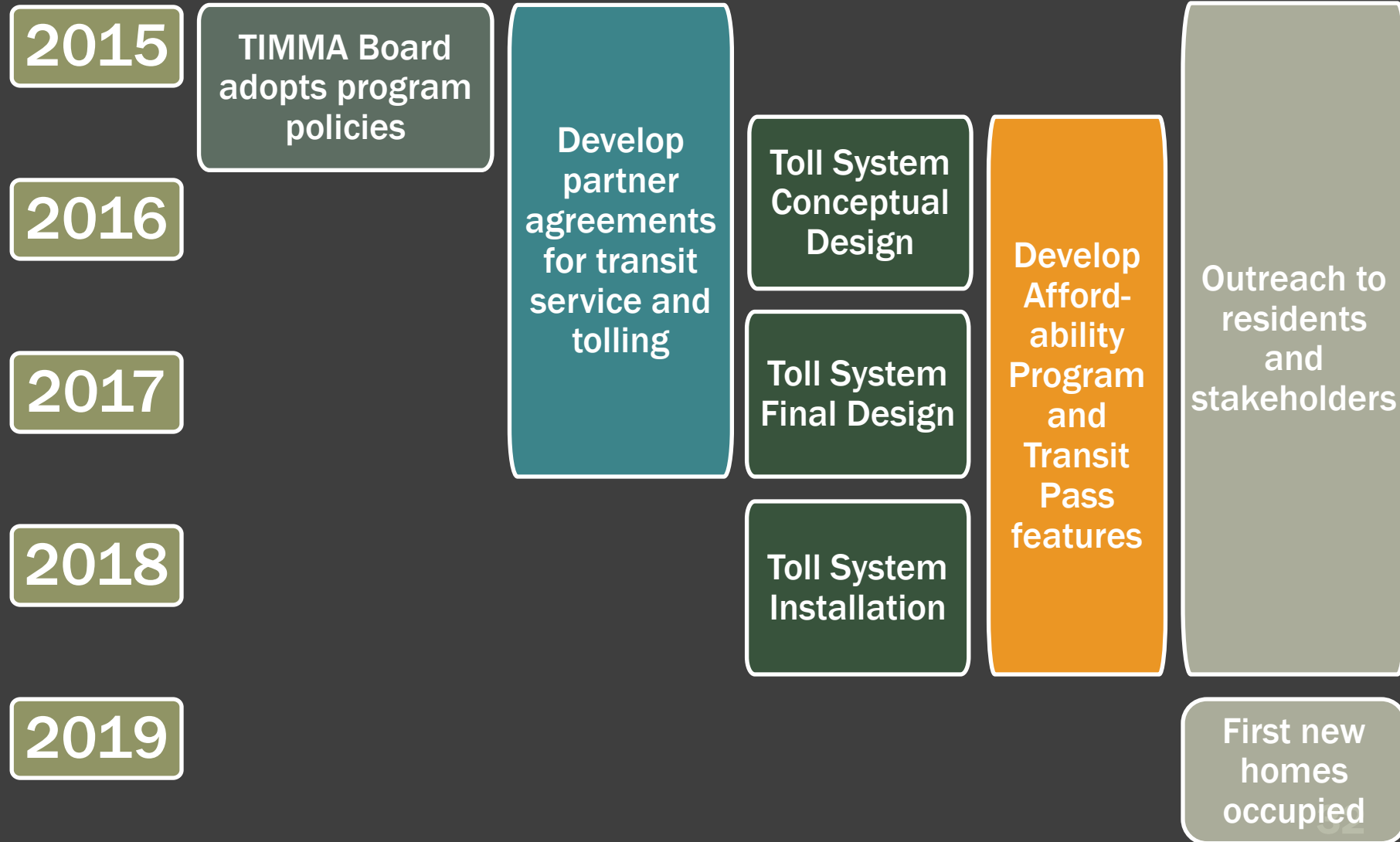
Lower overall transportation cost for low-income HHs

D

TI Mobility Program Implementation Timeframe



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



Outreach & Next Steps

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



- ▶ Outreach to residents, businesses, visitors
- ▶ July 15 Community Meeting
- ▶ July presentation to TIMMA and TIDA Boards
- ▶ Adoption of Preliminary Toll Policies in Fall 2015
- ▶ Develop transit pass and Affordability Program benefits
- ▶ Engineering



Thank you!

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www.timma.org



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Transportation Performance

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



Projected Daily Vehicle Trips per person and and Peak Period Transit Mode Share, low income residents, 2030

