Treasure Island Development Program

Item 4: Treasure Island Transportation Improvement Plan & Tolling Policies

October 15, 2018
Evolution of Transportation Management

- 1996 Base Reuse Plan called for:
  - Transit and pedestrian based development
  - New ferry and expanded bus service
  - Transportation Demand Management plan to develop and implement appropriate measures to reduce auto trips generated by development, including limits on parking, land use planning techniques, enhanced transit service, and tolls for auto access to the island
Evolution of Transportation Management

- 1996 Base Reuse Plan
- 2003 Development Proposal
- 2006 Transportation Management Plan
- 2008 Treasure Island Transportation Management Act
- 2011 Entitlement and Transaction Documents
Treasure Island Transportation Management Act AB-981

- Passed in 2008, AB 981 authorized
  - The Board of Supervisors of the City and County of San Francisco to designate a board or agency to act as the transportation management agency for Treasure Island
  - The transportation management agency to recommend congestion pricing tolls; to adopt on-street and off-street parking fees, fines, and penalties; and other parking-related revenues and a transit pass fee structure for Treasure Island
- And further provided that
  - All transportation fees, rates, and charges, including congestion pricing fees, on-street and off-street parking fees, fines and penalties, transit pass fees, and any other rates and charges shall be collected and used by the transportation management agency to implement the transportation program
DDA Supporting Documents

Other Project Documents

- Final Environmental Impact Report
- Redevelopment Plan
- Development Agreement
- Design for Development
- Trust Exchange Agreement
- Design Review and Document Approval Procedure
- Interagency Cooperation Agreement
- Technical Memoranda
- Navy Conveyance Agreement
Final Environmental Impact Report

• The base project description included expanded transit services as described in the 2006 Transportation Plan
  • Ferry service, East Bay bus service, an additional Muni route

• Transportation Mitigation Measure M-TR-2 requires the project to provide additional transit capacity as a means to reduce vehicular travel to and from the Islands, including, but not limited to:
  • Additional ferry service to reduce peak period headways to as frequent as 15-minutes during the AM and PM peak periods
  • Increased frequency on the Muni 25-Treasure Island service to reduce peak period headways to as low as 7-minutes in the AM peak and as low as 5 minutes in the PM peak
  • New Muni bus service to another location in San Francisco with frequencies as low as 12-minutes during the AM and PM peak
DA & DDA

• Developer Obligations
  • Develop new infrastructure (including ferry facilities)
  • Pay local match towards construction of new Bay Bridge ramps
  • Purchase up to 9 AC Transit buses
  • Purchase buses for the on-island shuttle
  • Contribute $1.8 million towards the purchase of Muni buses
  • Provide $30 million to subsidize transit operations over the course of development
  • Additional $5 million in subsidies if 50% mode share not achieved by 4000th unit

• City Obligations
  • Form the Treasure Island Mobility Management Agency
  • Implement the TITIP
Treasure Island Transportation Implementation Plan

June 28, 2011

Treasure Island Development Authority

Transportation Implementation Plan

Goals and Strategies

Walking & Biking

High Quality Transit

Car-Light Living

Financial Viability

- Land use design
- Bay Area Bike Share
- Free on-island shuttle
- Revenue from tolls, parking, transit pass pays for new services
- Affordability Program
- Board oversight

50% mode share

More Muni service

New AC Transit and Ferry service

Transit Pass

On & off-street car share

All parking is priced and “unbundled”

Congestion toll

Source: Treasure Island Transportation Implementation Plan, 2011; Image: Treasure Island Community Development
**TI Transportation Implementation Plan Goals and Strategies**

- **Walking & Biking**
  - Land use design
  - Bay Area Bike Share
  - Free on-island shuttle

- **High Quality Transit**
  - 50% mode share requirement
  - More Muni service
  - New AC Transit and Ferry service
  - Transit Pass

- **Financial Viability**
  - Revenue from tolls, parking, transit pass pays for new services
  - Affordability Program
  - Board oversight

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

Source: Treasure Island Transportation Implementation Plan, 2011; Image: Treasure Island Community Development
Treasure Island Transportation Improvement Plan

- **Promote walking and biking:** Bike lanes and pedestrian paths, and bikeshare stations will make biking and walking around the island safe and enjoyable.

- **Provide high-quality transit:** More transit service including a free shuttle and new ferry service, will help ensure that at least 50 percent of trips to and from the island are made using sustainable modes.

- **Encourage car-light living:** People who drive will pay a toll for driving onto and off of the island. The cost of housing will not include parking, car owners will pay for parking separately. Access to car share vehicles will make it easier to live without owning a personal vehicle on the island.

- **Promote affordability:** Subsidized transit passes and discounts to services like car and bike share will make transit affordable and accessible to longtime residents and people living in below market rate housing.
Treasure Island Transportation Improvement Plan

**Strategies:**

- Congestion pricing program
- Parking policies
- Mandatory pre-paid transit voucher
- Ramp metering
- Special events and emergency access transportation planning
Treasure Island Transportation Improvement Plan

Congestion Pricing Program Objectives:

- Create a disincentive for residents to use cars for commute trips
- Increase the competitiveness and attractiveness of transit
- Mitigate the peak period impact of development generated trips on the Bay Bridge and ramp queues
- Provide financial support for transit operating costs
Treasure Island Transportation Improvement Plan

Current Ridership Modelling and Financial Projections:

- 50% transit mode share is only achievable with tolls
- More than 70% of transportation program revenues come from tolling
  - Balance are from transit fare box recoveries and parking revenues
- Ferry service can only be sustained with tolling revenues
Summary

• Since the inception of the reuse planning efforts on Treasure Island it has been acknowledged that the unique location of Treasure Island would require a comprehensive approach to transportation management, including:
  • A transit and pedestrian oriented development approach
  • New ferry and expanded bus service
  • Limits on parking
  • Tolls for auto access to and from the island

• Although no other San Francisco neighborhood is yet subject to automobile tolling, it is an integral and essential component of the redevelopment of Treasure Island
Discussion