

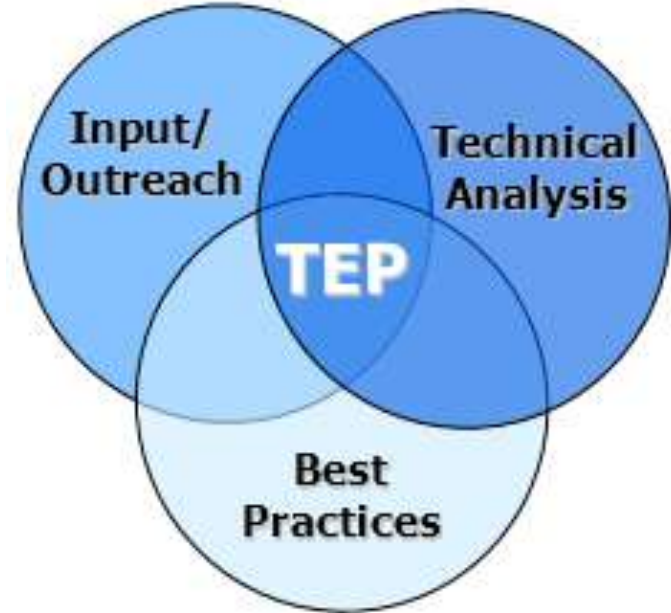


Transit Effectiveness Project Update Environmental Review

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TEP Overview

- First comprehensive review of Muni in a generation, aims to transform Muni service to better meet customer needs
- TEP objectives:
 - Improve service reliability
 - Reduce transit travel time
 - Improve customer experience
 - Improve service effectiveness and efficiency
- Recommendations based on unprecedented data analysis and community outreach



TEP Recommendations

- Improve service reliability through better schedules, enhanced supervision, infrastructure investments and increased operator availability
- Restructure routes to better reflect current and emerging travel patterns and market demand
- Invest in transit priority treatments to improve service reliability, reduce travel time and make service more cost effective
- Concentrate resource investments, such as customer amenities, on busiest corridors to maximize benefits

Using TEP Principles

Since planning phase concluded, the SFMTA has used TEP principals to improve Muni service

Service Changes (Dec 2009, May and Sept 2010)

- Resources allocated to most crowded routes and initial route restructuring was implemented

Schedule Improvements

- Improved reliability by adjusting running time and reduced standby time to improve cost effectiveness

Infrastructure and Vehicle Reliability

- State of good repair program prioritized to focus on service reliability
- Rehabilitation program developed for critical vehicle components

Supervision

- Line Management Center created to proactively manage terminal departures, service gaps, breakdowns, etc

Recent Milestones

- Implementation Strategy finalized and presented to SFMTA Board of Directors and TEP Policy Group
 - Outlines project priorities, funding needs and an implementation schedule
- Engineering staff refining proposals for transit travel time improvements on TEP rapid network
- Environmental review on critical path to commence this fall

Environmental Review

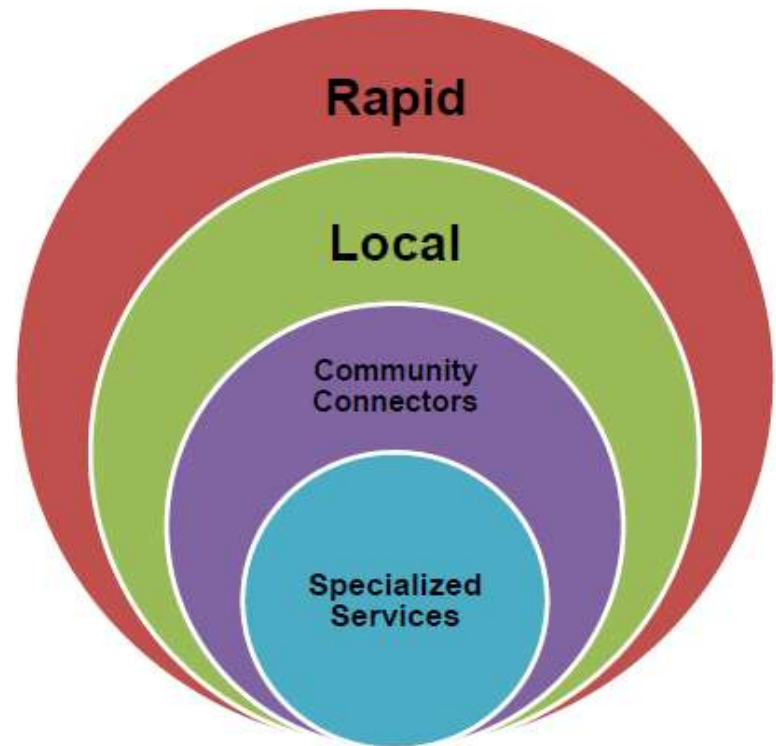
- Will be led by the San Francisco Planning Department
- Intended to publically disclose environmental impacts as a result of TEP implementation
- All projects will be assessed under the California Environmental Review Act (CEQA)
- Projects pursuing federal dollars will also be evaluated in accordance with National Environmental Policy Act (NEPA)

Environmental Review Process

- CEQA and NEPA analysis expected to take 21 months after consultant notice to proceed
 - Some CEQA steps have mandated time periods
 - Staff-led tasks to be shortened by three months
- Key steps include:
 - Public scoping
 - Initial study
 - Technical studies: transportation and air quality
 - Draft Environmental Impact Report
- Following certification, SFMTA Board of Directors will have opportunity to approve/legislate recommendations

Service Policy Framework

- Four-tiered network route category
- Service guidelines to be evaluated for:
 - Frequency
 - Hours of service
 - Stop spacing
 - Crowding
 - Transit priority
 - Stop amenities
- Current service guidelines published in *Short Range Transit Plan*



Service Improvements

- Two phases proposed in FY14 and FY16
- Changes would include:
 - Redesigning routes to better match travel patterns
 - Modifying or discontinuing low ridership routes or segments of routes
 - Increasing service frequency on busy routes
 - Expanding limited-stop service
 - Decreasing service frequency on some routes with low passenger volumes

Service-Related Capital Projects

- Terminal and Transfer Point Improvements
- Overhead Wire Expansion
 - Routes 5, 6, 22 and 33 extensions or re-routes
 - Bypass wires for 5 Fulton limited-stop service
- Systemwide Capital Infrastructure
 - Accessible rail platforms
 - Sansome contraflow extension

Travel Time Reduction Proposals (TTRP)

- Focused on Rapid Network
- Would reduce running times 10 to 30 percent
- Based on a toolkit of treatments applied to 25 route segments
 - Toolkit includes: traffic engineering changes, stop optimization, boarding islands and bulbs, new traffic signals, dedicated transit lanes, etc
- Related projects on Geary, Van Ness and Market streets will have separate environmental review



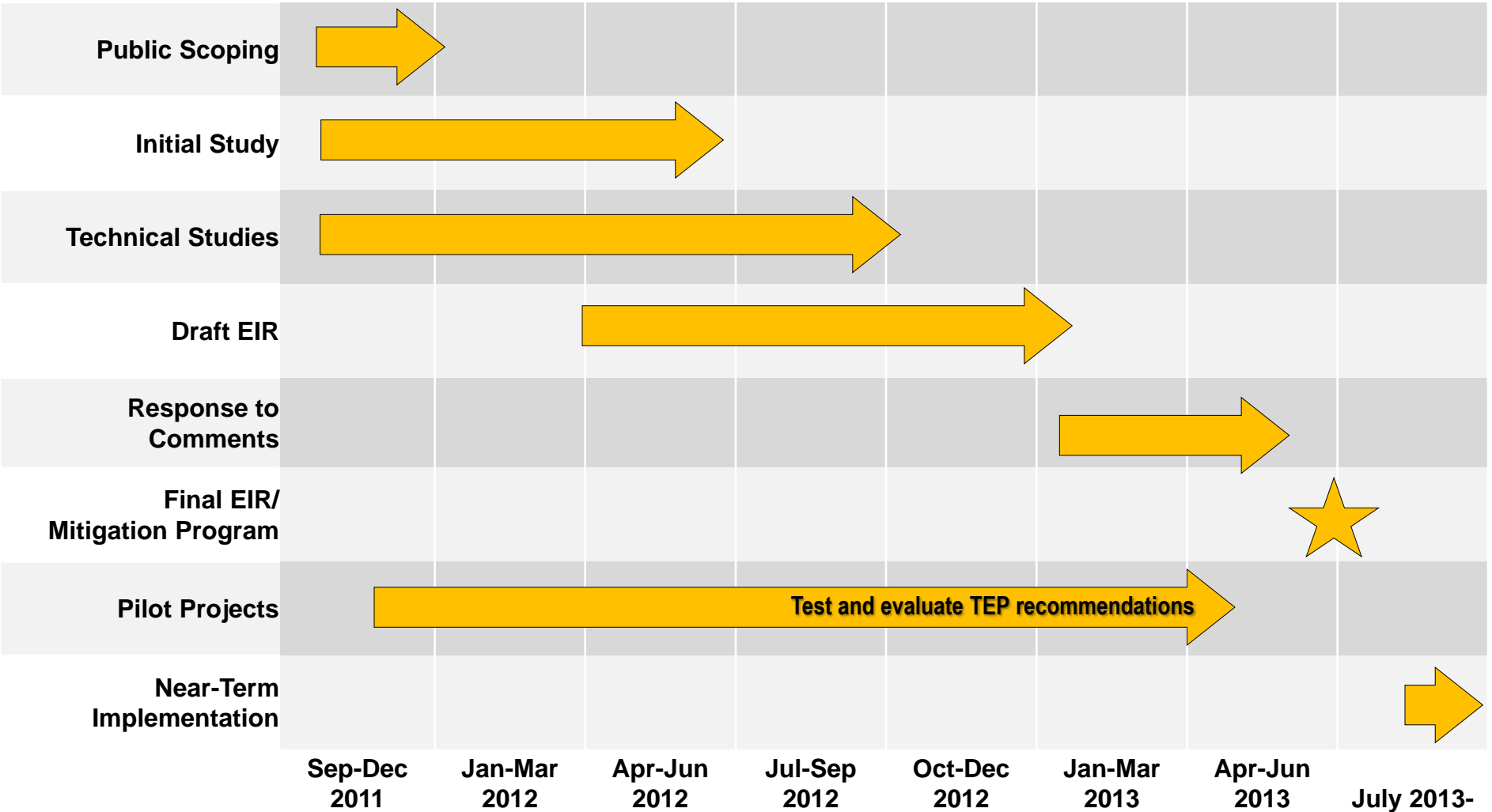
Environmental Alternatives

- Alternatives analysis required to inform decision makers
- Environmental assessment will evaluate at least two TEP alternatives:
 - *Lower-bound proposals* – potentially fewer impacts, but more modest travel time and reliability improvements
 - *Upper-bound proposals* – potentially more impactful, but travel time and reliability improvements maximized
- Outreach, comments, monitoring and mitigation report documents will inform final implementation

Near-Term/ Long-Term Assessment

- Near-term proposals (FY12- FY16) will receive detailed analysis and all potential environmental impacts will be disclosed
 - Could be implemented after CEQA certification and SFMTA Board approval (pending funding)
- Longer-term proposals (FY17-FY20) will inform the cumulative impacts of the TEP program, but will be evaluated with less detail
 - Would require subsequent CEQA review before implementation, but will build on TEP EIR findings

Environmental Schedule



Next Steps

- Approve consultant contract to begin CEQA Review
- Pending SFMTA Board of Director's approval:
 - Complete conceptual engineering on priority projects to inform environmental review
 - Gather community input related to travel time reduction proposals
 - Initiate pilot projects to inform environmental review
- Provide quarterly updates to SFMTA Board of Directors

Questions & Discussion

