

MTA/Controller Partnership

- Controller's Office is partnering with the MTA in its capacity as City Services Auditor.
- Full project budget estimated at \$2.4 million, to be funded primarily through the City Services Auditor Proposition C dollars.
- MTA planning staff and Controller's staff share responsibility for overall project management.
- MTA staff support technical issues; Controller's staff support contractual issues.

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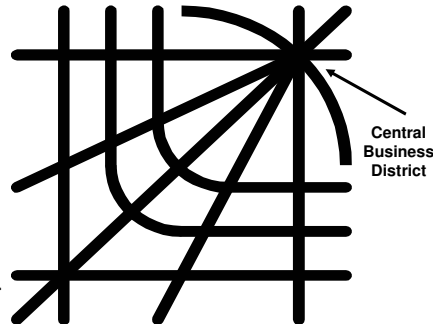
CURRENT SYSTEM OVERVIEW

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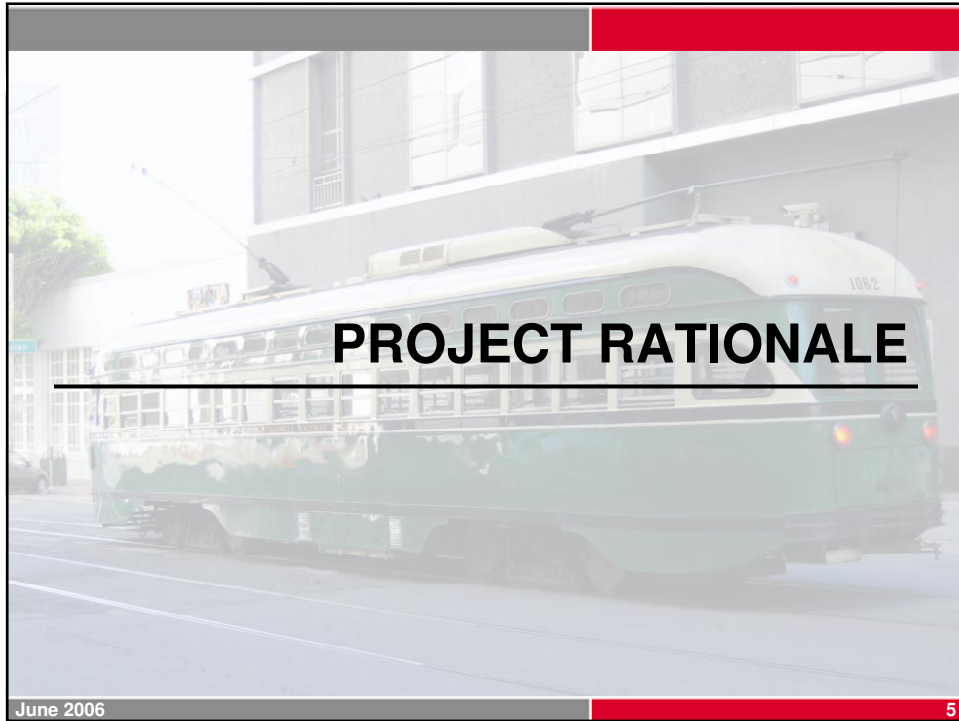
The current network was designed in 1979.

- Modified grid pattern
- Downtown-focused radials intersected by circumferential crosstown lines
- Travel with no more than one transfer
- Access to most locations within the City, 19 hours/day, 365 days/year



Service Design Policies

- Lines spaced $\frac{1}{2}$ mile apart
- All residential locations within $\frac{1}{4}$ -mile of a route
- Peak frequencies:
 - 10 minutes for radial and express lines
 - 15 minutes for crosstown lines
 - 20 minutes for feeder lines
- Stop spacing:
 - 800 to 1,000 feet on bus lines
 - 1,000 to 1,200 feet for light rail surface lines
- Stops spacing on streets with grades:
 - > 10%, 500 to 600 feet
 - > 15%, 300 to 400 feet



Project Rationale

Changing Transit Trends

- **Declining Market Share.** Only 30% of city residents use transit to commute to work, down from 35% in 1970.
- **Changing Commute Patterns.** 1 in 5 city residents commutes to other counties, up from 1 in 10 in 1970.
- **Business and Residential Development.** Growth of new job and housing areas (SOMA, Mission Bay, Rincon Hill).
- **Rising Car Ownership.** Share of zero-vehicle households in the city declined from 39.6% in 1970 to 28.6% in 2000.
- **Increasing Congestion.** 24% of all roadways monitored in 2004 rated “F”, up from 4% in 1992.

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Costs of Providing Service

- Costs rising in health care, benefits, wages, fuel and initiation of new service.
- Revenues either flat or decreasing.
- Structural budget imbalance persists; operating deficits ranged from \$15 to \$60 million over past five years.
- Continued shortfalls projected through FY2025.

Modest System Performance (Prop E)

- Ridership has remained relatively flat over past 15 years, falling short of agency's goal to increase annually by 1.5%.
- On-time performance averages 70%, below the 85% target.
- Headway adherence averages 67%, below the 85% target.



Project Description

Transit Effectiveness Project (TEP)

- A \$2.4-million, 18-month effort to comprehensively review and evaluate existing Muni transit system.
- The outcome will be a set of recommended changes that can result in higher ridership at lower operating cost.
- Extensive public outreach and hearings will take place before recommendations are presented for the MTA Board's consideration.

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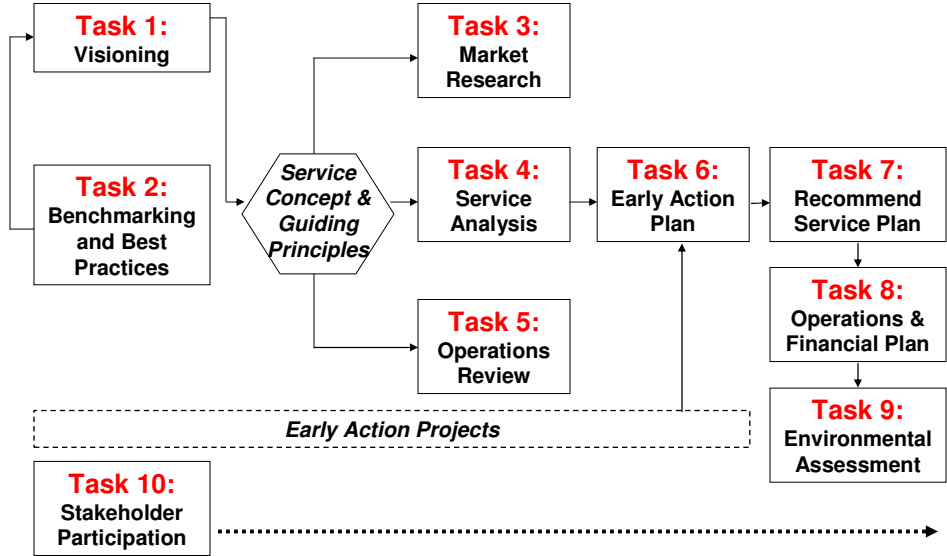
Project Goals

- Improve overall performance and promote long-term financial stability of MTA.
- Provide faster, more convenient travel that reflects current travel patterns and functions in a cost-effective manner.
- Develop an action plan that clearly articulates goals, strategies and resources, and provides a 5- to 7-year road map for the MTA.

Major Tasks

- Visioning. Define our vision for public transit in San Francisco and revisit service design policies.
- Performance Review. Review performance trends and explore best practices in comparable areas.
- Market Research. Evaluate existing and potential markets to identify factors affecting residents' travel patterns, attitudes and behavior.
- Service/Operating Analysis. Review practices to identify opportunities for improvement.
- Service Plan. Develop recommended service plan (including Transit Preferential Streets applications).
- Operations/Financial Plan. Develop cost allocation model and financial plan.
- Final Plan. Develop a set of recommendations and a road map for MTA.

Work Flow



Key Players

