



Transit Effectiveness Project

**MTA Board Meeting
February 21, 2006**

Prepared by the MTA in partnership with
the San Francisco Controller's Office

Today's Presentation

- Current System Overview
- Project Rationale
- Project Description
- Roles and Responsibilities
- Project Team

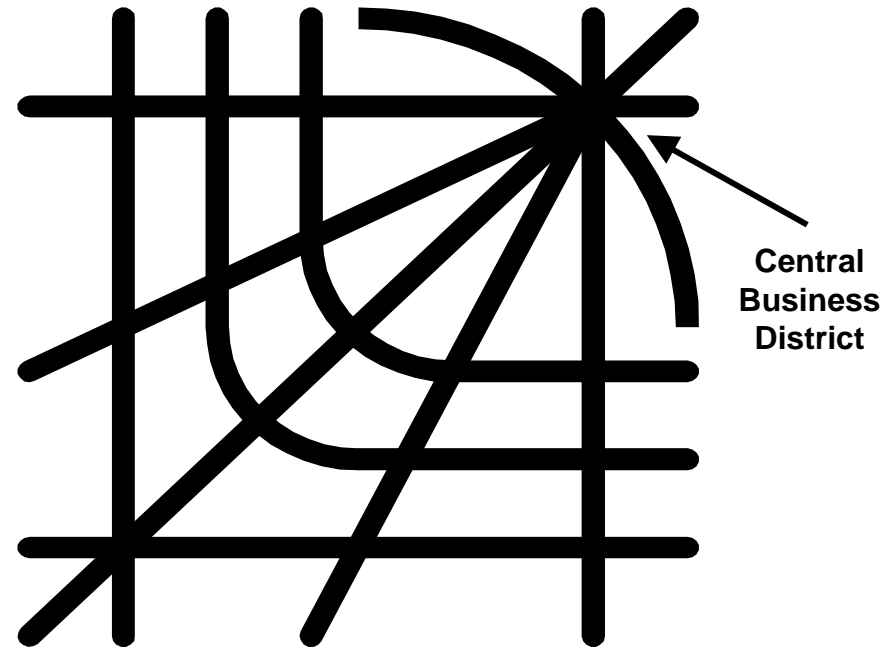
CURRENT SYSTEM OVERVIEW

The System



The current network was designed in 1979.

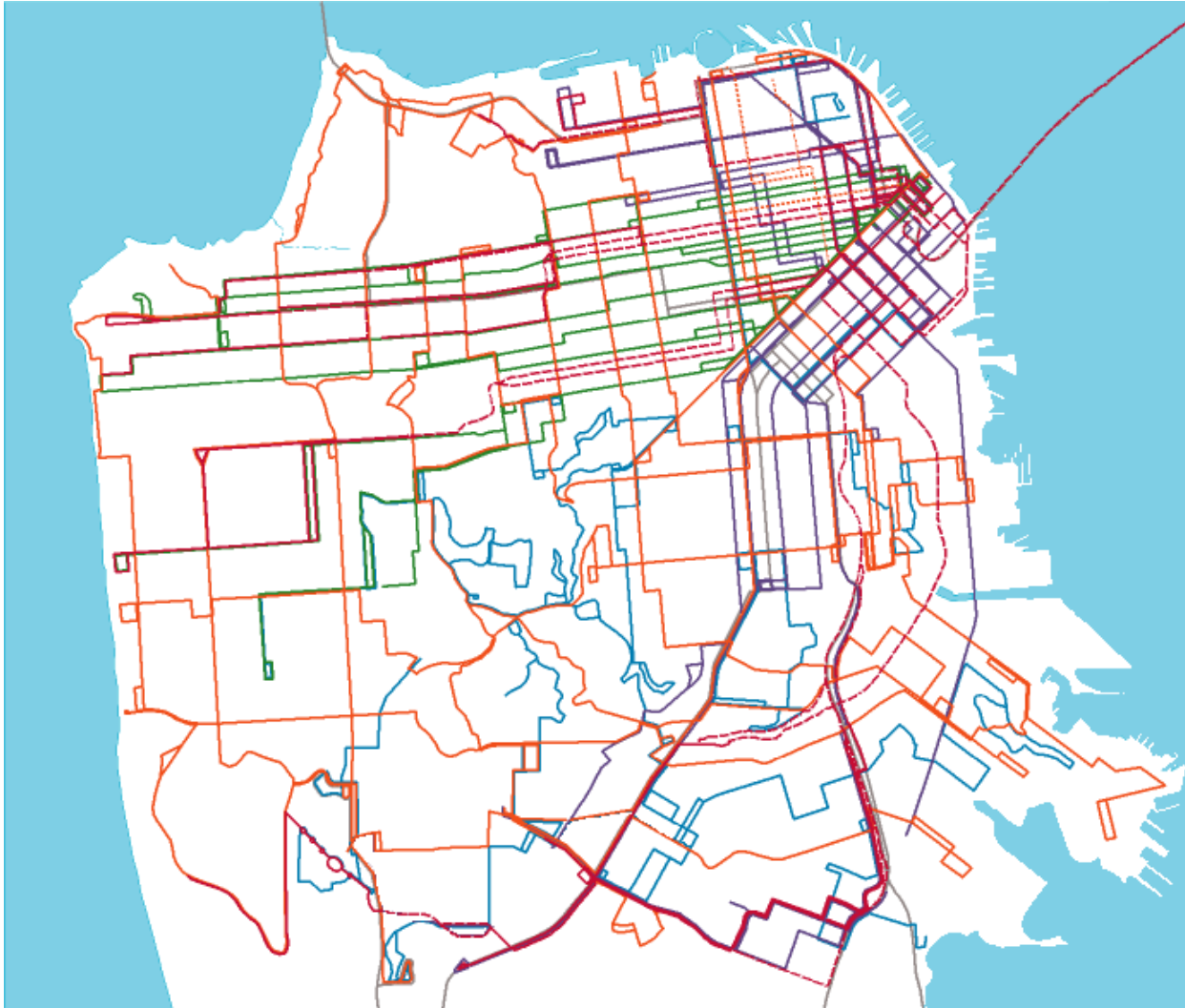
- Modified grid pattern
- Downtown-focused radials intersected by circumferential crosstown lines
- Travel with no more than one transfer



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 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% 500-600 feet**
 - **> 15% as close as 300-400 feet**

Access to most locations within the city, 19 hours/day, 365 days/year



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.

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.
- Multi-million-dollar shortfall is projected for FY2007.
- 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)

- 18-month effort to comprehensively review and evaluate existing Muni transit system.
- 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 Board's consideration.

Long-Term 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 a multi-year action plan for MTA that clearly articulates goals, strategies and resources, and provides a road map for the MTA Board and management.

The scope of work has been reviewed and modified based on input from the following:

- MTA Budget and Finance
- MTA Operations
- MTA Communications
- County Transportation Authority

Major Tasks

- Define our vision for public transit in San Francisco.
- Revisit service design policies to ensure alignment with current/projected realities.
- Evaluate our market (e.g., travel patterns) to reconnect with riders and identify new users.
- Review our performance trends and explore best transit planning practices in comparable areas.
- Review operating practices to identify opportunities for improvement.
- Develop a cost allocation model and financial plan.
- Develop recommendations and a road map for management and staff.

Work Flow

Task 1 – Visioning

Task 2 – Benchmarking and Best Practices

Task 3 – Market Research

Task 4 – Service Analysis

Task 5 – Operations Review

Task 6 – Early Action Plan

Task 7 – Service Alternatives, Impact Assessment and
Recommended Service Plan

Task 8 – Operations and Financial Plan

Task 9 – Environmental Assessment

Task 10 – Stakeholder Participation

Project Budget

Transit Effectiveness Project

Task	Amount
Task 1 - Visioning, Goal Setting, and Policy Framework	\$64,161
Task 2 - Benchmarking and Best Practices	\$61,959
Task 3 - Market Assessment	\$404,142
Task 4 - Service Evaluation	\$198,739
Task 5 - Operational Efficiency Review	\$398,377
Task 6 - Early Action Plan	\$88,567
Task 7 - Recommended Service Plan	\$194,281
Task 8 - Operations & Financial Plan	\$464,404
Task 9 - Environmental Assessment	\$89,824
Task 10 - Stakeholder Participation	\$267,716
Project Management	\$118,687
Grand Total	\$2,350,857

ROLES & RESPONSIBILITIES

Key Players

A Project Working Group will provide oversight to ensure that the project is meeting its staffing, budget, and timeline targets, and will coordinate recommendations to the MTA Board.

The project will also convene a Policy Advisory Group, Citizen Advisory Committee and Technical Advisory Committee and offer other opportunities for the community at large to provide input

PROJECT TEAM

Project Team

- Transportation Management & Design, Inc. (TMD)
- AECOM Consulting
- Cambridge Systematics
- CHS Consulting Group
- CirclePoint
- EIP Associates
- Jungle Communications
- Nelson/Nygaard

TMD Project Team

- **Experienced team prepared for all aspects of TEP with proven project history:**
 - Strategic vision development and stakeholder participation (NN/CirclePoint/TMD)
 - Reconnection with existing markets and reaching out to new customers (CS/TMD/NN)
 - Improving the effectiveness of the transit network and individual services (TMD/CHS/NN)
 - Increasing service and operating efficiency (TMD/CHS/AECOM)