



San Francisco California

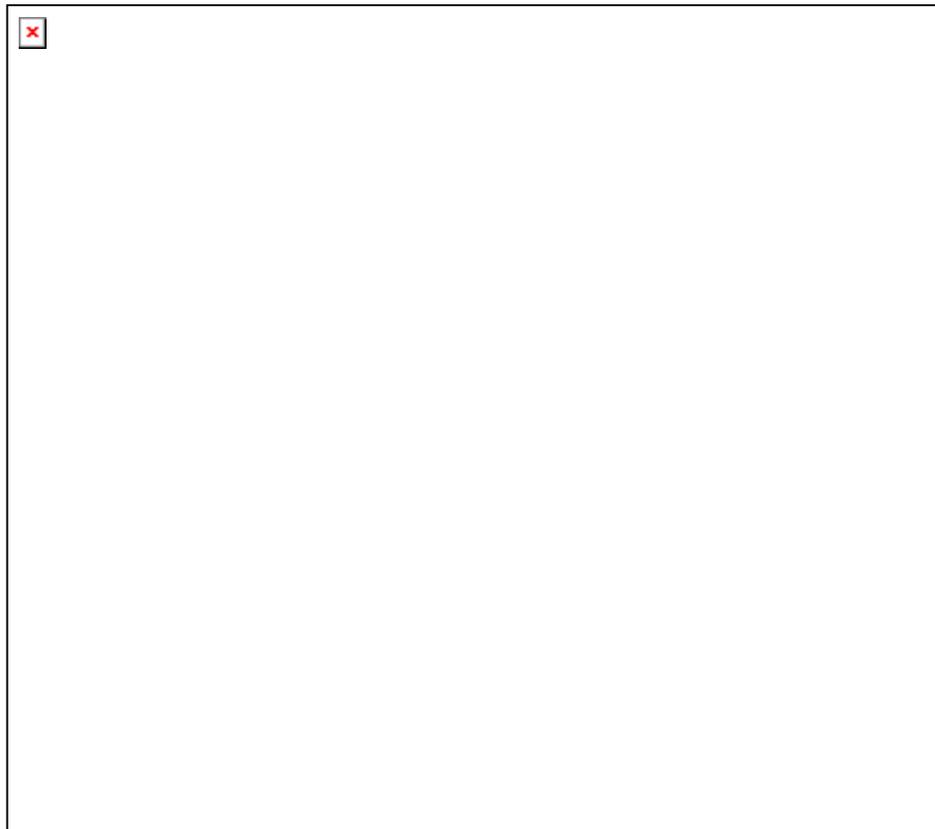


**SAN FRANCISCO:
Transitions in
Transportation Governance**



San Francisco

- Seventh largest transit system in North America, by ridership
- Service Area: 47.4 square miles
- Service Area Population: 799,203 residents
- Annual ridership: 206 million
- 95% of residents are within two blocks of a Muni stop

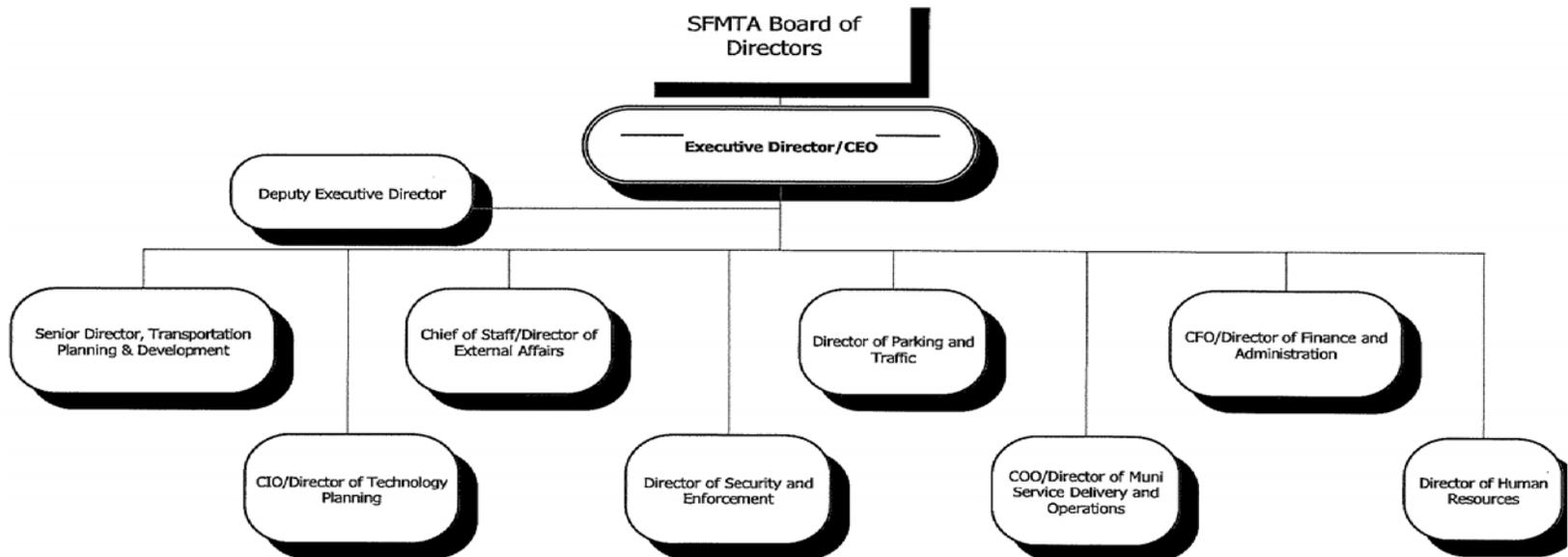


Proposition E

- **Passed by voters in 1999**
- **Consolidated the Municipal Railway (Muni) and Department of Parking and Traffic under a single Municipal Transportation Authority**
- **Stabilized funding as a City department**
- **Designated seven-member Board of Directors to oversee agency**
 - Appointed by Mayor and confirmed by Board of Supervisors
- **Established a 15-member Citizens Advisory Council to review the agency's budget and make policy recommendations**
- **Mandates Service Standards and reporting**
 - 85 percent on-time performance
 - Quarterly reporting
- **Allows for the governing of City Taxicab Commission**

Organizational Overview

- Officially created in July 2002
- Department of the City/County of SF
- Governed by SFMTA Board of Directors and advised by Citizens Advisory Committee
- 4,800 Employees / 17 Labor Unions



2007 Snapshot

- **Multi-modal transportation agency**
 - Public transit
 - Bus, rail, trolley coaches, LRVs, historic streetcars, cable cars
 - Parking control
 - Parking meters
 - Garages
 - Traffic management
 - Street design
 - Signals and vehicular traffic flow
 - Bicycles (bike lanes, etc.)
 - Pedestrian Access and Safety
 - Crosswalks
 - Pedestrian improvements



SFMTA Initiatives

- **Third Street Light Rail**
 - Initiated April 2007
- **Improving safety for pedestrians, cyclists, passengers, and drivers**
- **Completing the Transit Effectiveness Project, Muni's first citywide evaluation of its network in 25 years**
- **Central City Subway – now fully funded**
- **Van Ness / Geary BRT**
- **Improving technology systems: NextMuni, SFgo, Translink**
- **Developing a fuel-efficient fleet**



SAN FRANCISCO TRANSIT EFFECTIVENESS PROJECT



VAN NESS AVENUE
Bus Rapid Transit (BRT) Project



Transit Effectiveness Project

- **A comprehensive evaluation of the existing transit system – the first in 25 years**
 - Improve overall performance and promote long-term financial stability of the SFMTA and transit system
 - Make service more attractive and cost-effective
 - Develop a multi-year action plan that provides a road map for SFMTA Board and management

DETERMINE OVERALL VISION

- Review best practices
- Develop vision, goals and policy framework

IDENTIFY WHAT'S WORKING AND WHAT ISN'T

- Conduct citywide market research
- Conduct extensive analysis of service and operations

DEVELOP AN EARLY ACTION PLAN

- Identify measures that could be taken immediately to improve service effectiveness and efficiency

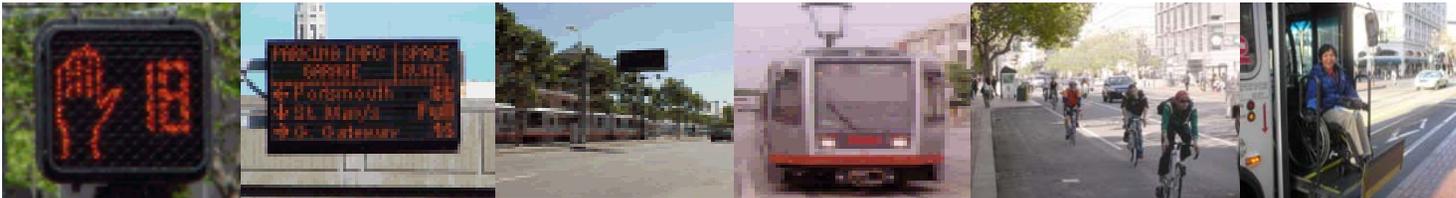
DEVELOP A RECOMMENDED SERVICE PLAN

- Identify service alternatives
 - Evaluate and assess potential impacts
 - Develop an operations and financial plan
-

SFGo

 - The Intelligence to Help You Navigate SF

- **Communications System Infrastructure**
- **Transit Signal Priority**
- **Bicycle and Pedestrian Improvements**
- **Real-Time Traveler Information**
- **Special Events and Incident Management**
- **Emergency Management**
- **Parking Guidance System**



Regional Partnerships

- **Transbay Joint Powers Authority**
 - Transbay Terminal – largest transit hub in the country
- **Peninsula Corridor Joint Powers Board (Caltrain)**
 - Multi-county commuter rail
- **TransLink**
 - Reloadable smart card for Bay Area transit providers



Transbay Terminal



- **World class regional transit center, accommodating over 45 million commuters annually**
- **Direct access to regional transit providers**
- **Extends Caltrain commuter rail lines to the Transbay Transit Center site, reducing commute times for Peninsula riders commuting to the City.**
- **Transform an underutilized section of downtown San Francisco into a thriving transit-oriented neighborhood.**

Ongoing Challenges

- **Improving financial capacity**
 - Targeting new market segments with online sales, fare studies, value pricing, public private partnerships
 - Exploring revenue enhancements
- **Service reliability and system performance**
 - Transit Effectiveness Project (TEP)
- **Safety and security**

Unique Operating Environment

- **Unique political environment**
 - Ballot measures
 - Charter amendments
- **SFMTA remains a City department**
 - Annual budgets subject to Mayor and Board of Supervisors approval
 - Funding determined by Mayor and Board of Supervisors
 - Restrictive hiring environment
- **Multitude of large transit providers throughout Bay Area, of which SFMTA is the largest (26 total in the region)**
 - AC Transit
 - BART
 - Caltrain
 - Golden Gate Transit
 - SAMTrans

Moving Forward: Prop. A

- **Reinforces SFMTA commitment to environmental responsibility**
 - Mandates a Climate Action Plan for the Agency
- **Increases management accountability and workforce flexibility**
 - Legislates work rule improvements in exchange for wage concessions
 - Promotes flexibility and accountability with more at-will management positions
- **Enhances revenues**
 - Dedicates all on-street and off-street parking revenues to SFMTA
 - Directs allocation of 80% of parking taxes to SFMTA
 - Allocates to SFMTA gas tax, motor vehicle licensing fees, and other motor vehicle related tax and fee revenue as allowed by state law

Moving Forward: Prop. A (cont'd)

- **Improves budget control**
 - Requires Agency to budget in two-year cycles
 - Allows Board of Supervisors to approve/reject only entire budget
 - Allows for reallocation of budget and positions within projected budget without Controller review and approval
- **Not without challenges**
 - Difficult to build support for such a complicated measure
 - Wage concessions
 - Creates more collaborative bargaining environment
 - Hard to explain this to public
 - Competing parking measure complicated campaign despite early compromise