| | | | General Info | ormation | | | | | | Financial | Informatio | n |
|---------------------------------|--|--|--|--------------------------------|----------------------|------------------------------|------------------------------------|-----------------------------|-----------------------------|-------------------|--|--------|
| Urbanized Area Statistic | rbanized Area Statistics - 2010 Census Service Consumption | | | | Database Information | | Sources of Operating Funds Expende | | | | Opera | |
| San Francisco-Oakland, CA | | | | r Miles (PMT) | | NTDID: | 90015 | | Fare Revenues | \$212,823,751 | 28.3% | - |
| | | 228,748,481 🖌 | Annual Unlinked Trips (UPT) | | | Reporter Type: Full Reporter | | | Local Funds | \$370,987,875 | 49.4% | |
| 3,281,212 Population | | 707,478 🖌 | 707,478 Average Weekday Unlinked Trips ^a | | | | | | State Funds | \$120,891,263 | 16.1% | |
| 13 Pop. Rank out of 498 UZAs | | 480,375 Average Saturday Unlinked Trips ^a | | | | | | Federal Assistance | | \$5,450,805 | 0.7% | |
| | | 408,673 / | Average Sunday | Unlinked Trips ^a | | | | | Other Funds | \$40,592,940 | 5.4% | |
| | | | | | | | | Total Operating | g Funds Expended | \$750,746,634 | 100.0% | |
| Service Area Statistics Se | | | ce Supplied | | | | | S | ources of Capital | Funds Expended | | 49 |
| 49 Square Miles | | 26,091,833 Annual Vehicle Revenue Miles (VRM) | | | | | | Fare Revenues | | \$0 | 0.0% | |
| 836,620 Populatio | | | | evenue Hours (VRH | | | | | Local Funds | \$29,592,080 | 6.8% | |
| | | | | d in Maximum Servi | , | | | | State Funds | \$106,483,969 | 24.5% | |
| | | • | • | e for Maximum Serv | `` | | | Fe | ederal Assistance | \$298,524,134 | 68.7% | |
| | | ., | | | | | | | Other Funds | \$0 | 0.0% | Сар |
| | | | Modal Chara | acteristics | | | | Total Capita | I Funds Expended | \$434,600,183 | 100.0% | |
| | Vehicles C | • | | | | _ | | | | | | |
| Modal Overview | in Maximun Directly | n Service Purchased | Uses of Capital F Revenue Systems and Facilities an | | | | Summary of Operating Expenses (O | | ig Expenses (OE) | E) | | |
| Mode | Operated | Transportation | Vehicles | Guideways | | | Total | Salary, | Wages, Benefits | \$567,985,554 | 79.5% | 68. |
| Cable Car | . 27 | | \$2,259,921 | \$434,600 | \$0 | \$43,460 | \$2,737,981 | • | ials and Supplies | \$81,774,898 | 11.4% | |
| Demand Response | - | 115 | \$564,980 | \$173,840 | | . , | \$738,820 | | ed Transportation | \$19,040,363 | | |
| Demand Response - Taxi | - | 597 | \$0 | \$0 | \$0 | \$0 | \$0 | | erating Expenses | \$46,035,193 | 6.4% | |
| Light Rail | 131 | - | \$782,280 | \$268,322,153 | \$4,867,523 | \$434,600 | \$274,406,556 | Total O | perating Expenses | \$714,836,008 | 100.0% | |
| Bus | 409 | - | \$108,128,526 | \$22,599,209 | \$9,343,904 | \$695,360 | \$140,766,999 | Reconciling OE Ca | ash Expenditures | \$35,910,626 | | |
| Street Car Rail | 24 | - | \$3,520,261 | \$564,980 | \$0 | \$43,461 | \$4,128,702 | | | | | |
| Trolleybus | 207 | - | \$1,912,241 | \$8,040,104 | \$1,564,560 | \$304,220 | \$11,821,125 | (Reported Separately) | | \$0 | | |
| Total | 798 | 712 | \$117,168,209 | \$300,134,886 | \$15,775,987 | \$1,521,101 | \$434,600,183 | | | | | |
| Operation Characteristi | CS | | | | | | | Fixed Guideway | Vehicles Available | Vehicles Operated | | |
| | Operating | | Uses of | Annual | Annual | Annual Vehicle | Annual Vehicle | Directional | for Maximum | in Maximum | | Pe |
| Mode | Expenses | Fare Revenues | Capital Funds | Passenger Miles | Unlinked Trips | Revenue Miles | Revenue Hours | Route Miles | Service | Service | Spar | re Veł |
| Cable Car | \$52,143,335 | \$28,097,115 | \$2,737,981 | 9,247,927 | 7,331,777 | 291,853 | 143,383 | 8.8 | 40 | 27 | _ | 3 |
| Demand Response | \$14,164,223 | \$823,643 | \$738,820 | 3,522,064 | 509,968 | 1,969,621 | 254,895 | 0.0 | 161 | 115 | | 2 |
| Demand Response - Taxi | \$5,431,806 | \$315,857 | \$0 | 665,405 | 261,146 | • | 36,277 | 0.0 | 597 | 597 | | |
| Light Rail | \$190,653,554 | \$39,560,296 | \$274,406,556 | 138,802,393 | 48,779,247 | | 436,607 | 64.4 | 151 | 131 | | 1 |
| Bus | \$282,652,719 | \$81,928,792 | \$140,766,999 | 225,050,363 | 98,365,557 | | 1,464,828 | 0.1 | 491 | 409 | | |
| Street Car Rail | \$17,228,643 | \$7,222,752 | \$4,128,702 | 12,078,787 | 8,172,355 | • | 96,294 | 18.7 | 50 | 24 | | Ę |
| Trolleybus | \$152,561,728 | \$54,875,296 | \$11,821,125 | 99,004,803 | 65,328,431 | | 950,442 | 0.0 | 289 | 207 | | 2 |
| Total | \$714,836,008 | \$212,823,751 | \$434,600,183 | 488,371,742 | 228,748,481 | 26,091,833 | 3,382,726 | 92.0 | 1,779 | 1,510 | | 1 |
| Performance Measures | | Service Efficiency | | | | | | Service Effectiveness | | | | |
| Mada | Operating Expenses per | | Operating Expenses per | | | Mada | Operating Exp | | | | Unlinked Trips per Vehicle Revenue Mile Vel | |
| Mode Cable Car | ver | nicle Revenue Mile \$178.66 | ven | hicle Revenue Hour \$363.66 | | Mode Cable Car | Passo | enger Mile Unlink \$5.64 | ed Passenger Trip \$7 11 | venicle Rev | 25 1 | Veł |
| | | | | | | | | .n:C 104 | וו / ת | | 70 1 | |

| | | | General Info | ormation | | | | | | Financial | Informatio | 'n |
|--------------------------------------|---------------|--|--|-----------------------------|--------------|--------------------------------------|------------------|--|--------------------|---------------------------------|--------------------------|-----------------------|
| San Francisco-Oakland, CA 488,371,74 | | 488,371,742 / | Service Consumption 71,742 Annual Passenger Miles (PMT) | | | Database Information NTDID: 90015 | | Sources of Operating Fare Revenues | | \$212,823,751 | 28.3% | Opera 28.3% |
| • | | | Annual Unlinked | • • • | | Reporter Type: Full Reporter | | | Local Funds | \$370,987,875 | | |
| 3,281,212 Populatio | | | Average Weekday | • | | | | _ | State Funds | \$120,891,263 | 16.1% | |
| 13 Pop. Rank out of 498 UZAs | | 480,375 Average Saturday Unlinked Trips ^a | | | | | | Federal Assistance | | \$5,450,805 | | |
| | | 408,673 / | Average Sunday | Unlinked Trips ^a | | | | | Other Funds | \$40,592,940 | | |
| | | | | | | | | Total Operating | g Funds Expended | \$750,746,634 | 100.0% | |
| Service Area Statistics Service | | | ce Supplied | | | | | S | ources of Capital | Funds Expended | | 49 |
| | | | 26,091,833 Annual Vehicle Revenue Miles (VRM) | | | | | Fare Revenues | | \$0 | 0.0% | |
| 836,620 Population | | | | evenue Hours (VRH | | | | | Local Funds | \$29,592,080 | | |
| | | | | d in Maximum Servi | | | | | State Funds | \$106,483,969 | | |
| | | | - | e for Maximum Serv | | | | Fe | ederal Assistance | \$298,524,134 | 68.7% | |
| | | , - | | | | | | | Other Funds | \$0 | 0.0% | Cap |
| | | | Modal Char | acteristics | | | | Total Capita | I Funds Expended | \$434,600,183 | 400.00/ | |
| | Vehicles C | perated | | | | | | | | | | |
| Modal Overview | in Maximun | | | | | of Capital Funds | | Summary of Operating Expense | | ng Expenses (OE) | es (OE) | |
| Mada | Directly | Purchased | Revenue | Systems and | | | Total | Solon | Magaa Banafita | ¢667.096.664 | 70 59/ | 68 |
| Mode | Operated | Transportation | | Guideways | | | | | Wages, Benefits | \$567,985,554 | 79.5% | 00. |
| Cable Car | 27 | - 115 | \$2,259,921 | \$434,600 | \$0 \$0 | \$43,460 | | | ials and Supplies | \$81,774,898 | | |
| Demand Response | - | 115 597 | \$564,980 \$0 | \$173,840 \$0 | \$0 \$0 | • | \$738,820 \$0 | | ed Transportation | \$19,040,363 \$46,035,193 | | |
| Demand Response - Taxi Light Rail | - 131 | - 597 | \$782,280 | \$268,322,153 | \$4,867,523 | • | | • | erating Expenses | \$714,836,008 | | |
| Bus | 409 | - | \$108,128,526 | \$22,599,209 | \$9,343,904 | | | | | \$35,910,626 | | |
| Street Car Rail | 24 | - | #0 500 004 | \$564,980 | \$0 | | \$4,128,702 | Reconciling OE Cash Expenditures Purchased Transportation | | φ33,310,020 | | |
| Trolleybus | 207 | - | \$1,912,241 | \$8,040,104 | \$1,564,560 | | | • | | \$0 | | |
| Total | 798 | 712 | \$117,168,209 | \$300,134,886 | \$15,775,987 | | \$434,600,183 | | | ψŬ | | |
| Operation Characteristic | | | | | | | | | Vahialaa Awailahla | Vahialaa Onaratad | | |
| Operation Characteristic | Operating | | Uses of | Annual | Annual | Annual Vehicle | Annual Vehicle | Directional | for Maximum | Vehicles Operated in Maximum | | Pe |
| Mode | Expenses | Fare Revenues | Capital Funds | Passenger Miles | | | | Route Miles | Service | Service | | re Veł |
| Cable Car | \$52,143,335 | \$28,097,115 | \$2,737,981 | 9,247,927 | 7,331,777 | | | 8.8 | 40 | 27 | Opa | |
| Demand Response | \$14,164,223 | \$823,643 | \$738,820 | 3,522,064 | 509,968 | | 254,895 | 0.0 | 161 | 115 | | • |
| Demand Response - Taxi | \$5,431,806 | \$315,857 | \$0 | 665,405 | 261,146 | | • | 0.0 | 597 | 597 | | 2 |
| Light Rail | \$190,653,554 | \$39,560,296 | \$274,406,556 | 138,802,393 | 48,779,247 | • | • | 64.4 | 151 | 131 | | • |
| Bus | \$282,652,719 | \$81,928,792 | \$140,766,999 | 225,050,363 | 98,365,557 | 11,870,110 | • | 0.1 | 491 | 409 | | |
| Street Car Rail | \$17,228,643 | \$7,222,752 | \$4,128,702 | 12,078,787 | 8,172,355 | | | 18.7 | 50 | 24 | | Ę |
| Trolleybus | \$152,561,728 | \$54,875,296 | \$11,821,125 | 99,004,803 | 65,328,431 | • | 950,442 | 0.0 | 289 | 207 | | |
| Total | \$714,836,008 | \$212,823,751 | \$434,600,183 | 488,371,742 | 228,748,481 | | 3,382,726 | 92.0 | 1,779 | 1,510 | | 1 |
| Performance Measures | | Service Efficiency | | | | | | Service Effectiveness | | | | |
| | Opera | Operating Expenses per Operating Expenses per | | | | | Operating Exp | | | | ced Trips per | |
| Mode | Ver | nicle Revenue Mile | Veh | icle Revenue Hour | | Mode | Pass | • | ed Passenger Trip | Vehicle Rev | Vehicle Revenue Mile Vel | |
| Cable Car | | \$178.66 | | \$363 66 | | Cable Car | | \$5.64 | \$7 11 | | 25.1 | |

| renormance measures | Service Enclency | | | | | | |
|------------------------|-------------------------------|-------------------------------|--|--|--|--|--|
| | Operating Expenses per | Operating Expenses per | | | | | |
| Mode | Vehicle Revenue Mile | Vehicle Revenue Hour | | | | | |
| Cable Car | \$178.66 | \$363.66 | | | | | |
| Demand Response | \$7.19 | \$55.57 | | | | | |
| Demand Response - Taxi | \$7.97 | \$149.73 | | | | | |
| Light Rail | \$40.47 | \$436.67 | | | | | |
| Bus | \$23.81 | \$192.96 | | | | | |
| Street Car Rail | \$31.11 | \$178.92 | | | | | |
| Trolleybus | \$25.37 | \$160.52 | | | | | |
| Total | \$27.40 | \$211.32 | | | | | |
| | | | | | | | |



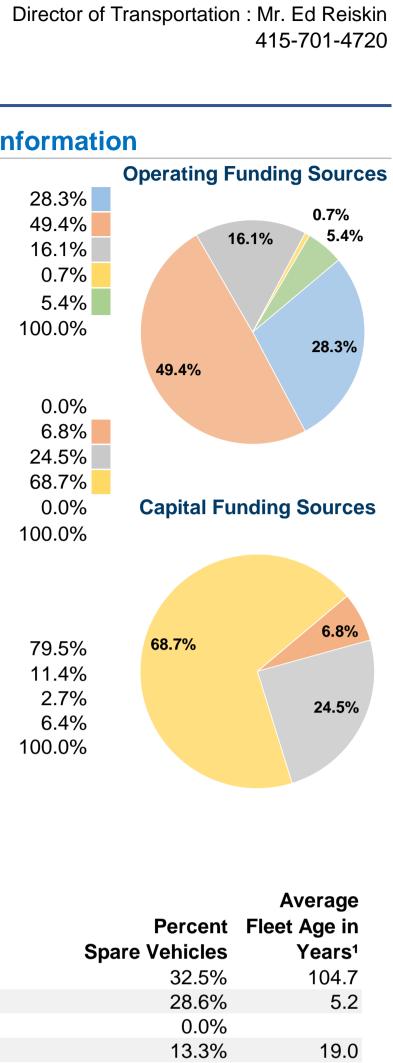
Notes: ^aAverage Unlinked Trips not available for Demand Response Taxi.

¹Demand Response - Taxi (DT) and non-dedicated fleets do not report fleet age data.

San Francisco Municipal Railway (MUNI)

2014 Annual Agency Profile

| 0.044.00 | 7 050 440 | 0.0 | | | | | | |
|-------------------------------|---|--|---|---|---|--|---|--|
| 6,014,207 | / 950,442 | 0.0 | 289 | 207 | | 28.4% | 14.8 | |
| 26,091,833 | 3 3,382,726 | 92.0 | 1,779 | 1,510 | | 15.1% | | |
| | | | Service Effectiv | /eness | | | | |
| | Operating Expenses p | oer Oper | rating Expenses per | Unlinked 7 | Unlinked Trips per | | Unlinked Trips per | |
| Mode | Passenger M | ile Unlin | ked Passenger Trip | Vehicle Reve | nue Mile | Vehicle Reve | nue Hour | |
| Cable Car | \$5. | 64 | \$7.11 | | 25.1 | | 51.1 | |
| Demand Respon | se \$4. | 02 | \$27.77 | | 0.3 | | | |
| Demand Response - Taxi \$8.16 | | | \$20.80 | 0.4 | 0.4 7.2 | | | |
| Light Rail \$1.37 | | | \$3.91 | | 10.4 | 111.7 | | |
| Bus \$1.26 | | | \$2.87 | 8.3 | 67.2 | | | |
| Street Car Rail | \$1. | 43 | \$2.11 | | 14.8 | | 84.9 | |
| Trolleybus | \$1. | 54 | \$2.34 | | 10.9 | | 68.7 | |
| Total | \$1. | 46 | \$3.12 | | 8.8 | | 67.6 | |
| cle | Operating Expense per Vehicle Revenue Mile: Trollevbus | | | • | | | | |
| \$30.00 | , | \$2.00 | | 15.00 | | | | |
| ••••• | | \$1.50 | | 10.00 | | | | |
| \$20.00 | | \$1.00 | | | | | | |
| \$10.00 | | \$0.50 | | 5.00 | | | | |
| \$0.00 | | \$ 0.00 | | 0.00 | | | | |
| | 26,091,833 Mode Cable Car Demand Respon Light Rail Bus Street Car Rail Trolleybus Total icle | 26,091,8333,382,726Demand Response\$4.Demand Response - Taxi\$8.Light Rail\$1.Bus\$1.Street Car Rail\$1.Trolleybus\$1.Total\$1.IcleOperating Expense per Vehicle Revenue Mile: Trolleybus\$30.00\$10.00 | 26,091,833 3,382,726 92.0 Mode Passenger Mile Operating Expenses per Unline Cable Car \$5.64 Demand Response Demand Response \$4.02 Demand Response - Taxi \$8.16 Light Rail \$1.37 Bus \$1.26 Street Car Rail \$1.43 \$1.43 Trolleybus \$1.54 \$1.54 Total \$1.46 \$1.50 \$30.00 \$20.00 \$1.00 \$10.00 \$10.00 \$1.00 | 26,091,833 3,382,726 92.0 1,779 Service Effective Operating Expenses per Passenger Mile Operating Expenses per Unlinked Passenger Trip Cable Car \$5.64 \$7.11 Demand Response \$4.02 \$27.77 Demand Response - Taxi \$8.16 \$20.80 Light Rail \$1.37 \$3.91 Bus \$1.26 \$2.87 Street Car Rail \$1.43 \$2.11 Trolleybus \$1.54 \$2.34 Total \$1.46 \$3.12 | 26,091,833 3,382,726 92.0 1,779 1,510 Service Effectiveness Mode Passenger Mile Operating Expenses per Unlinked Passenger Trip Unlinked Ta Cable Car \$5.64 \$7.11 Yehicle Reve Demand Response \$4.02 \$27.77 Yehicle Reve Demand Response - Taxi \$8.16 \$20.80 Yehicle Reve Light Rail \$1.37 \$3.91 Yehicle Reve Bus \$1.26 \$2.87 Yehicle Reve Street Car Rail \$1.43 \$2.11 Yehicle Reve Total \$1.46 \$3.12 Yehicle Reve \$30.00 \$20.00 \$1.54 \$2.34 \$10.00 \$10.00 \$1.00 \$1.00 \$1.00 | 26,091,833 3,382,726 92.0 1,779 1,510 Service Effectiveness Mode Operating Expenses per Passenger Mile Operating Expenses per Unlinked Passenger Trip Unlinked Trips per Vehicle Revenue Mile Cable Car \$5.64 \$7.11 25.1 Demand Response \$4.02 \$27.77 0.3 Demand Response - Taxi \$8.16 \$20.80 0.4 Light Rail \$1.37 \$3.91 10.4 Bus \$1.26 \$2.87 8.3 Street Car Rail \$1.43 \$2.11 14.8 Trolleybus \$1.54 \$2.34 10.9 Total \$1.46 \$3.12 8.8 Cicle Operating Expense per Vehicle Revenue Mile: Trolleybus Operating Expense per Vehicle Revenue Mile: Trolleybus Unlinked Pa \$30.00 \$30.00 \$1.54 \$2.00 \$1.00 \$10.00 \$1.50 \$1.50 \$1.00 \$0.50 | 26,091,833 3,382,726 92.0 1,779 1,510 15.1% Service Effectiveness Mode Operating Expenses per Passenger Mile Operating Expenses per Unlinked Passenger Trip Unlinked Trips per Vehicle Revenue Mile Unlinked Vehicle Revenue Mile Cable Car \$5.64 \$7.11 25.1 Demand Response \$4.02 \$27.77 0.3 Demand Response - Taxi \$8.16 \$20.80 0.4 Light Rail \$1.37 \$3.91 10.4 Bus \$1.26 \$2.87 8.3 Street Car Rail \$1.43 \$2.11 14.8 Trolleybus \$1.54 \$2.34 10.9 Total \$1.46 \$3.12 8.8 Cle Operating Expense per Vehicle Revenue Mile: Trolleybus \$1.50 \$2.00 \$10.00 \$1.00 \$1.00 \$0.50 \$0.50 | |



16.7%

52.0%

10.2 75.0