

THIS PRINT COVERS CALENDAR ITEM NO: 11

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Finance & Information Technology

BRIEF DESCRIPTION:

Public hearing to consider proposed changes to balance the FY 2009-2010 Amended Operating Budget including increases to fares, fees, fines, rates and charges such as transit passes and parking garage rates as well as transit service modifications and other expenditure reductions.

SUMMARY:

- At the January 19, 2010 and January 29, 2010 meetings, the SFMTA Board of Directors reviewed the projections for the FY 2009-2010 year-end amended operating budget which included a deficit of at least \$16.9 million. During these meetings, several options were presented to address the deficit for FY 2009-2010.
- The purpose of this hearing is to solicit input from the public regarding the balancing options which include certain expenditure reductions, increases to fares, fees, fines and charges changes as well as transit service modifications.
- Pursuant to Charter Section 16.112 and the Rules of Order of the Board of Directors, an advertisement was placed in the City's official newspaper to provide published notice that the Board of Directors intended to hold a public hearing on February 16, 2010, to consider possible increases to fares, fees, fines, rates and charges as well as transit service modifications. The Board's Rules of Order require that the advertisement run for at least five days and not less than fifteen days prior to the public hearings. In compliance with this requirement, the advertisement ran in the San Francisco Chronicle beginning on January 25, 2010 for a five-day period for the February 16th hearing date. When the public hearing date was changed to February 26th, a second notice was published on February 14, 2010.
- The SFMTA Board of Directors is requested to approve a motion to suspend Article 4, Section 10 of the SFMTA Board of Directors' Rules of Order regarding the time requirement for published notice for the February 26th hearing.

ENCLOSURE:

1. Exhibits 1-4

APPROVALS:

DATE

DEPUTY OF DIVISION

PREPARING ITEM

FINANCE

EXECUTIVE DIRECTOR/CEO

SECRETARY

ASSIGNED SFMTAB CALENDAR DATE: _____

PAGE 2

PURPOSE

Public hearing to discuss the proposed changes to balance the FY 2009-2010 Amended Operating Budget including increases to fares, fees, fines, rates and charges such as transit passes and parking garage rates, as well as transit service modifications and other expenditure reductions to address the FY 2010 Amended Operating Budget deficit.

GOAL

Approval of the proposed resolution will support:

- Goal 3 of the SFMTA's Strategic Plan, External Affairs/Community Relations, which is to improve the customer experience, community value and enhance the image of the SFMTA, and
- Goal 4 of the SFMTA's Strategic Plan, Financial Capacity, which is to ensure financial stability and effective resource allocation.

DESCRIPTION

Based on amendments approved by the SFMTA Board on April 30, 2009, the SFMTA's FY 2009-2010 Approved Operating Budget is \$768.6 million. The severe downturn in the economy that began in April 2008 continues to have a significant impact to the SFMTA's original FY 2009-2010 operating budget projections. Any fare increases, as well as any route abandonments, that were not included in the original two year budget or in prior budget amendments must be submitted to the Board of Supervisors for review under Charter section 8A.106(d).

At the January 19, 2010 and January 29, 2010 meetings, the SFMTA Board of Directors reviewed the projections for the FY 2010 year-end amended operating budget which included a deficit of at least \$16.9 million.

At the same meetings, the SFMTA Board of Directors discussed possible options to address the deficit. The options included transit service modifications, expenditure reductions as well as increases to fares, fees, fines, rates and charges.

The following table highlights the options the SFMTA Board of Directors considered in their deliberations on January 19, 2010.

Description Of Proposal	Notes	Amount
Labor Concessions	Including Work Rule Changes.	\$0.7 million (2 months)
Charge SFMTA Employees for Parking	Charge SFMTA employees for parking in the yards and other facilities either directly or through meter placement.	\$0.1 million (2 months)
\$2.50 Postage and Handling Fee for On-Line Transactions	Individuals who pay for services via the web do not pay a transaction cost; the SFMTA picks up these fees. See Exhibit 2	\$0.1 million (2 months)
\$3.00 transaction cost charge for Customer Center Visits	The volume at the customer service center has increased significantly resulting in long lines. If there is an option for payment via the web (e.g. citations, fast pass), customers will be charged a transaction fee. See Exhibit 2	\$0.2 million (3 months)
Increase citations by \$2.00 to recover the additional Courthouse fee	Amount deducted from each citation to cover courthouse debt. See Exhibit 2	\$0.7 million (3 months)
Eliminate Free Parking in Garages	Employee and Vendor Parking in Garages: Non-Profit Managers and Board of Directors; Boards and Commissions at Civic Center: BOS Aides at Performing Arts; Department of Elections. Those who continue to park in the garages will be charged the posted garage parking rates. Estimated total \$780K of which \$537K is for SFMTA facilities. See Exhibit 3	\$0.1 million (4 months)
Raise Residential Parking Permit Fees to Equal Full Cost Recovery	Increase annual fee from \$76 to \$96 to make the fee equal to full cost recovery, \$2.4 million annually. See Exhibit 2	\$0.4 million (2 months)
Sales Tax (from Prop K)	Request funding from SFCTA for maintenance and state of good repair to ensure FTA compliance and system performance.	\$7.0 million
Express Route Premium Monthly Pass (excluding the 8AX and 8BX express routes)	Currently approximately 13,300 passengers ride the express routes daily (excluding the 8AX and 8BX express routes). Revenue projection assume that 80% of these riders use a monthly pass and would purchase a premium pass (similar to the BART/Muni Premium Pass). Requires Board of Supervisors review. See Exhibit 1	\$0.2 million (2 months)

Description Of Proposal	Notes	Amount
Cable Cars Premium Monthly Pass	Currently approximately 23,000 passengers ride the cable cars daily. Revenue projections assume that 25% of these are non-tourist riders who use a monthly pass and would purchase a premium pass (similar to the BART/Muni Premium Pass). Requires Board of Supervisors review. See Exhibit 1	\$0.1 million (2 months)
Discount Passes for Youth, Seniors and Disabled	Increase the discount passes (\$15 currently, \$20 on May 1) to equal the Lifeline pass (\$30). Requires Board of Supervisors review. See Exhibit 1	\$0.7 million (2 months)
Adjust Garage Rates for Economic Conditions	See Exhibit 3	\$0.1 million (4 months)
Service Modifications	See Exhibit 4	\$4.8 million (2 months)

ALTERNATIVES CONSIDERED

The SFMTA Board considered various options at the January 19, 2010 and January 29, 2010 meetings and will be receiving input from the public at this public on these options.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

Pursuant to Article 4, Section 10 of the SFMTA Board's Rules of Order, prior to approving changes to fares, fees, fines, rates and charges, the SFMTA is required to place an ad in the official newspaper of the City and County of San Francisco that will run for five days, with the fifth day being not less than 15 days prior to the date of the meeting. The ad must state the actions under consideration and the date, time and location of the meeting.

Staff placed an ad regarding the public hearing on February 16, 2010 regarding possible changes to various rates, charges, fares, fees and fines on January 25, 2010. When the February 16 meeting was rescheduled to February 26, staff placed another ad, however, the last day that the ad ran (February 17, 2010) is not more than 15 days prior to the meeting of February 26. Therefore, in order for the SFMTA Board of Directors to holding a public hearing to address the SFMTA's FY10 budget deficit, the Board will have to make a procedural motion to suspend Article 4, Section 10 of its' Rules of Order regarding the time requirement for placing an ad before holding such a hearing.

FUNDING IMPACT

To address the deficit in the FY 2010 Amended Operating Budget.

RECOMMENDATION

The SFMTA Board of Directors will be asked to approve proposed changes to balance the approved FY 2009-2010 Amended Operating Budget which may include increases to fines, fares, fees and charges such as transit passes and parking garage rates, transit service modifications and other expenditure reductions to address the deficit in the FY 2009-2010 Amended Operating Budget. Any fare increases that were not included in the original two year budget or in prior budget amendments must be submitted to the Board of Supervisors for review under Charter section 8A.108.

EXHIBIT 1

Proposed Transit Fares

Category	Current	Proposed
Express Route Premium Monthly Pass (excluding the 8AX and 8BX express routes)	New	Adult - \$70.00 <i>Effective May 1, 2010.</i>
Cable Car Premium Monthly Pass	New	Adult - \$70.00 <i>Effective May 1, 2010.</i>
Discount Monthly Passes for Youth, Seniors and Persons with Disabilities	\$15	\$30.00 <i>Effective May 1, 2010</i>
Repeal the Candlestick Park Express and Special Event Fare	\$12	\$10.00

EXHIBIT 2
[Posted separately for accessibility]

EXHIBIT 3**OFF-STREET PARKING FACILITIES – REVENUE INCREASES****Effective March 5, 2010**

MTA REVENUE GARAGES	AMOUNT
5th & Mission	\$0
7th & Harrison	\$0
16th & Hoff	\$34,400
Ellis O'Farrell	\$85,100
Golden Gateway	\$0
Japan Center	\$50,000
Lombard	\$18,200
Mission Bartlett	\$5,000
Mission Otis	\$0
Moscone Center	\$0
North Beach	\$600
Performing Arts	\$6,300
Polk Bush	\$19,800
SFGH	\$54,000
St. Mary's Square	\$0
Sutter Stockton	\$20,000
Vallejo	\$0
TOTAL INCREASE	\$238,400
LESS PARKING TAX	\$47,300
TOTAL NET INCREASE	\$246,100

REC & PARK REVENUE GARAGES	AMOUNT
Civic Center	\$8,800
Portsmouth Square	\$0
St. Mary's Square (revenue shared with SFMTA)	\$0
Union Square	\$24,300
TOTAL INCREASE	\$33,100
LESS PARKING TAX	\$6,600
TOTAL NET INCREASE	\$26,500

5th & Mission Garage
Rates Effective March 5, 2010

CATEGORY	CURRENT RATE	PROPOSED RATE
TRANSIENT		
Incremental	\$3.50 per Hour	*
24-Hour Maximum/Lost Ticket	\$32	*
Pre-Paid High Volume Discount off the All Day Rate	N/A	25-50 Cars per day: 10% 51-100 Cars per day: 20% 101+ Cars per day: 30% Other restrictions may apply, e.g., No In/Out or validation
Motorcycle	\$6 Flat Rate	*
MONTHLY		
Reserved	\$325	*
Regular 24/7 Access	\$300	*
Carpool/Carshare	\$150	*
Motorcycle	\$70	*
OTHER		
Access Card Deposit	\$50	N/A
New Account Activation Fee	N/A	\$10
Access Card Replacement	\$25	*
Late Monthly Payment	\$25	*
Re-opening Garage	\$50	*
No-key Valet Parking	\$25	*
Special Event Rate SFMTAB Approved May 2008	\$5 - \$40	*

* = No Change from Current Rate

** = Rates and/or Hours subject to change based on market conditions

7th & Harrison Lot
Rates Effective March 5, 2010

CATEGORY	CURRENT RATE	PROPOSED RATE
TRANSIENT		
Incremental	\$2 per Hour	*
24-Hour Maximum/Lost Ticket	\$12	*
Pre-Paid High Volume Discount off the All Day Rate	N/A	25-50 Cars per day: 10% 51-100 Cars per day: 20% 101+ Cars per day: 30% Other restrictions may apply, e.g., No In/Out or validation
Juror	\$5 Flat Rate	*
Motorcycle	\$3 Flat Rate	*
Early Bird	\$8	* Range for all facilities: \$8 - \$25 **
Weekend & Holiday	\$5 Flat Rate	* **
MONTHLY		
Reserved	\$200	*
Regular 24/7 Access	\$125	*
Carpool/Carshare	\$100	*
Motorcycle	\$50	*
OTHER		
Access Card Deposit	\$50	N/A
New Account Activation Fee	N/A	\$10
Access Card Replacement	\$25	*
Late Monthly Payment	\$25	*
Re-opening Garage	\$50	*
No-key Valet Parking	\$25	*
Special Event Rate SFMTAB Approved May 2008	\$5 - \$40	*

*** = No Change from Current Rate**

**** = Rates and/or Hours subject to change based on market conditions**

16th & Hoff Garage
Rates Effective March 5, 2010

CATEGORY	CURRENT RATE	PROPOSED RATE
TRANSIENT		
Incremental	\$2 per Hour	\$2.50 per Hour
24-Hour Maximum/Lost Ticket	\$20	*
Pre-Paid High Volume Discount off the All Day Rate	N/A	25-50 Cars per day: 10% 51-100 Cars per day: 20% 101+ Cars per day: 30% Other restrictions may apply, e.g., No In/Out or validation
Evening	\$2.50 per Hour \$10 Maximum	* \$20 Maximum
MONTHLY		
Reserved	\$225	*
Regular 24/7 access	\$165	\$180
Restricted Mon-Fri Daytime Enter by 7AM/Exit by 6PM	N/A	\$160 **
Restricted Mon-Fri Evening Enter after 6PM/Exit by 8AM No Weekend Restriction	N/A	\$140 **
Carpool/Carshare	\$75	\$90
OTHER		
Access Card Deposit	\$50	N/A
New Account Activation Fee	N/A	\$10
Access Card Replacement	\$25	*
Late Monthly Payment	\$25	*
Re-opening Garage	\$50	*
No-key Valet Parking	\$25	*
Special Event Rate SFMTAB Approved May 2008	\$5 - \$40	*

*** = No Change from Current Rate**

**** = Rates and/or Hours subject to change based on market conditions**

Civic Center Garage
Rates Effective March 5, 2010

CATEGORY	CURRENT RATE	PROPOSED RATE
TRANSIENT		
Incremental	\$3 per Hour	*
12-Hour Maximum	\$24	*
24-Hour Maximum/Lost Ticket	\$30	*
Pre-Paid High Volume Discount off the All Day Rate	N/A	25-50 Cars per day: 10% 51-100 Cars per day: 20% 101+ Cars per day: 30% Other restrictions may apply, e.g., No In/Out or validation
Early Bird	N/A	\$15 Range for all facilities: \$8 - \$25 **
Overnight Enter after 9PM/Exit by 9AM	\$5 Flat Rate	N/A
Motorcycle	\$5 Flat Rate	*
Student	\$8 Flat Rate	*
Evening Enter after 7PM/Exit by 9AM	\$6 Flat Rate	\$3 per Hour \$8 Maximum **
MONTHLY		
Reserved	\$350	*
Regular 24/7 Access	\$250	*
Resident w/in 5 blocks of garage	\$200	*
Carpool/Carshare	\$100	\$125
Motorcycle	\$60	*
OTHER		
Access Card Deposit	\$50	N/A
New Account Activation Fee	N/A	\$10
Access Card Replacement	\$25	*
Late Monthly Payment	\$25	*
Re-opening Garage	\$50	*
No-key Valet Parking	\$25	*
Special Event Rate SFMTAB Approved May 2008	\$5 - \$40	*

* = No Change from Current Rate

** = Rates and/or Hours subject to change based on market conditions

Ellis-O'Farrell Garage
Rates Effective March 5, 2010

CATEGORY	CURRENT RATE	PROPOSED RATE
TRANSIENT		
Incremental	\$3.50 per Hour	*
12-Hour Maximum	\$32	*
24-Hour Maximum/Lost Ticket	\$38	*
Pre-Paid High Volume Discount off the All Day Rate	N/A	25-50 Cars per day: 10% 51-100 Cars per day: 20% 101+ Cars per day: 30% Other restrictions may apply, e.g., No In/Out or validation
Early Bird	N/A	\$15 Range for all facilities: \$8 - \$25 **
Motorcycle	\$6 Flat Rate	*
Pre-Paid Bulk (minimum \$450)	\$18	N/A
Evening Mon-Sat Enter after 5PM/Exit by closing	\$6 Flat Rate	\$3.50 per Hour \$10 Maximum **
Sunday	\$6 Flat Rate	\$3.50 per Hour \$14 maximum **
MONTHLY		
Reserved	\$450	*
Regular 24/7 Access	\$300	*
Carpool/Carshare	\$150	*
Motorcycle	\$70	*
OTHER		
Access Card Deposit	\$50	N/A
New Account Activation Fee	N/A	\$10
Access Card Replacement	\$25	*
Late Monthly Payment	\$25	*
Re-opening Garage	\$50	*
No-key Valet Parking	\$25	*
Special Event Rate SFMTAB Approved May 2008	\$5 - \$40	*

* = No Change from Current Rate

** = Rates and/or Hours subject to change based on market conditions

Golden Gateway Garage
Rates Effective March 5, 2010

CATEGORY	CURRENT RATE	PROPOSED RATE
TRANSIENT		
Incremental	\$3.50 per 30 Minutes	*
24-Hour Maximum/Lost Ticket	\$36	*
Pre-Paid High Volume Discount off the All Day Rate	N/A	25-50 Cars per day: 10% 51-100 Cars per day: 20% 101+ Cars per day: 30% Other restrictions may apply, e.g., No In/Out or validation
Early Bird	\$20	* Range for all facilities: \$8 - \$25 **
Motorcycle	\$7 Flat Rate	*
Park & Ride Validation Weekend Only: 9AM until 10PM	\$3 Flat Rate	* **
Evening Mon-Fri Enter after 5PM/Exit by 8AM	\$7 Flat Rate	* **
Weekend Enter after 7AM on Sat/Exit by 8AM on Mon	\$7 Flat Rate Per Day	* **
MONTHLY		
Reserved	\$500	*
Regular 24/7 Access	\$390	*
Carpool/Carshare	\$210	*
Restricted Mon-Fri Evening Enter after 5PM/Exit by 8AM No Weekend Restriction	\$210	* **
Motorcycle	\$90	*
OTHER		
Access Card Deposit	\$50	N/A
New Account Activation Fee	N/A	\$10
Access Card Replacement	\$25	*
Late Monthly Payment	\$25	*
Re-opening Garage	\$50	*
No-key Valet Parking	\$25	*
Special Event Rate SFMTAB Approved May 2008	\$5 - \$40	*

* = No Change from Current Rate

** = Rates and/or Hours subject to change based on market conditions

Japan Center Garage
Rates Effective March 5, 2010

CATEGORY	CURRENT RATE	PROPOSED RATE
TRANSIENT		
Incremental	\$2 per Hour	*
24-Hour Maximum/Lost Ticket	\$16	*
Pre-Paid High Volume Discount off the All Day Rate	N/A	25-50 Cars per day: 10% 51-100 Cars per day: 20% 101+ Cars per day: 30% Other restrictions may apply, e.g., No In/Out or validation
Early Bird	\$10	* Range for all facilities: \$8 - \$25 **
Motorcycle	\$5 Flat Rate	*
Validation:		
1 Hour Off	\$0.75	\$1
3 Hours Off	\$2.75	\$3
Theatre Patron	\$2.75	\$3.75
MONTHLY		
Reserved	\$250	*
Regular 24/7 Access	\$165	*
Restricted Mon-Fri 1. Enter at opening/Exit by 9PM; or 2. Enter after 2PM/Exit by 2AM	\$125	* **
Carpool/Car share	\$80	*
Motorcycle	\$60	*
OTHER		
Access Card Deposit	\$50	N/A
New Account Activation Fee	N/A	\$10
Access Card Replacement	\$25	*
Late Monthly Payment	\$25	*
Re-opening Garage	\$50	*
No-key Valet Parking	\$25	*
Special Event Rate SFMTAB Approved May 2008	\$5 - \$40	*

* = No Change from Current Rate

** = Rates and/or Hours subject to change based on market conditions

Lombard Garage
Rates Effective March 5, 2010

CATEGORY	CURRENT RATE	PROPOSED RATE
TRANSIENT		
Incremental	\$2.50 per Hour	*
24-Hour Maximum/Lost Ticket	\$22	\$20
Pre-Paid High Volume Discount off the All Day Rate	N/A	25-50 Cars per day: 10% 51-100 Cars per day: 20% 101+ Cars per day: 30% Other restrictions may apply, e.g., No In/Out or validation
Early Bird	N/A	\$12 Range for all facilities: \$8 - \$25 **
Validation: 3 Hours Off	\$3.50	*
1-1/2 Hours Off	\$1.75	*
Evening Enter after 5PM/Exit by 8AM	\$2.50 per Hour \$10 Maximum	* **
MONTHLY		
Reserved	\$300	*
Regular	\$225	*
Carpool/Carshare	\$110	*
Motorcycle	\$60	*
OTHER		
Access Card Deposit	\$50	N/A
New Account Activation Fee	N/A	\$10
Access Card Replacement	\$25	*
Late Monthly Payment	\$25	*
Re-opening Garage	\$50	*
No-key Valet Parking	\$25	*
Special Event Rate SFMTAB Approved May 2008	\$5 - \$40	*

* = No Change from Current Rate

** = Rates and/or Hours subject to change based on market conditions

Mission-Bartlett Garage
Rates Effective March 5, 2010

CATEGORY	CURRENT RATE	PROPOSED RATE
TRANSIENT		
Incremental	\$2 per Hour	*
24-Hour Maximum/Lost Ticket	\$18	*
Pre-Paid High Volume Discount off the All Day Rate	N/A	25-50 Cars per day: 10% 51-100 Cars per day: 20% 101+ Cars per day: 30% Other restrictions may apply, e.g., No In/Out or validation
Overnight Enter after 9PM/Exit by 9AM	\$2 Flat Rate	\$4 Flat Rate **
Validation: 3 stamp limit	\$1.00	*
MONTHLY		
Reserved	\$225	*
Regular 24/7 Access	\$165	\$180
Restricted Mon-Fri Daytime Enter by 7AM/Exit by 6PM	N/A	\$160 **
Restricted Mon-Fri Evening Enter after 6PM/Exit by 8AM No Weekend Restriction	N/A	\$140 **
Carpool/Carshare	\$80	\$90
Motorcycle	\$60	*
OTHER		
Access Card Deposit	\$50	N/A
New Account Activation Fee	N/A	\$10
Access Card Replacement	\$25	*
Late Monthly Payment	\$25	*
Re-opening Garage	\$50	*
No-key Valet Parking	\$25	*
Special Event Rate SFMTAB Approved May 2008	\$5 - \$40	*

* = No Change from Current Rate

** = Rates and/or Hours subject to change based on market conditions

Mission Otis Garage
Rates Effective March 5, 2010

CATEGORY	CURRENT RATE	PROPOSED RATE
TRANSIENT		
Incremental	\$2.50 per Hour	*
24-Hour Maximum/Lost Ticket	\$22.50	\$22
OTHER		
Access Card Deposit	\$50	N/A
New Account Activation Fee	N/A	\$10
Access Card Replacement	\$25	*
Late Monthly Payment	\$25	*
Re-opening Garage	\$50	*
No-key Valet Parking	\$25	*
Special Event Rate SFMTAB Approved May 2008	\$5 - \$40	*

* = No Change from Current Rate

** = Rates and/or Hours subject to change based on market conditions

**Moscone Center Garage
Rates Effective March 5, 2010**

CATEGORY	CURRENT RATE	PROPOSED RATE
TRANSIENT		
Incremental	\$3 per Hour	*
24-Hour Maximum/Lost Ticket	\$24	*
Pre-Paid High Volume Discount off the All Day Rate	N/A	25-50 Cars per day: 10% 51-100 Cars per day: 20% 101+ Cars per day: 30% Other restrictions may apply, e.g., No In/Out or validation
Early Bird	\$10	* Range for all facilities: \$8 - \$25 **
Evening Mon-Fri Enter after 5PM/Exit by 8AM Evening Sat & Sun Enter after 5PM/Exit by 10AM	\$7 Flat Rate	* **
MONTHLY		
Reserved	\$275	*
Regular	\$275	*
Carpool/Carshare	\$140	*
OTHER		
Access Card Deposit	\$50	N/A
New Account Activation Fee	N/A	\$10
Access Card Replacement	\$25	*
Late Monthly Payment	\$25	*
Re-opening Garage	\$50	*
No-key Valet Parking	\$25	*
Special Event Rate SFMTAB Approved May 2008	\$5 - \$40	*

* = No Change from Current Rate

** = Rates and/or Hours subject to change based on market conditions

North Beach Garage
Rates Effective March 5, 2010

CATEGORY	CURRENT RATE	PROPOSED RATE
TRANSIENT		
Incremental	\$3 per Hour	*
24-Hour Maximum/Lost Ticket	\$27	*
Pre-Paid High Volume Discount off the All Day Rate	N/A	25-50 Cars per day: 10% 51-100 Cars per day: 20% 101+ Cars per day: 30% Other restrictions may apply, e.g., No In/Out or validation
Motorcycle	\$5 Flat Rate	*
Early Bird	\$11	* Range for all facilities: \$8 - \$25 **
Validation: 1 stamp limit	\$2.50	\$3
MONTHLY		
Reserved	\$500	*
Regular 24/7 Access	\$340	*
Carpool/Carshare	\$175	\$170
Restricted Mon-Fri Evening & Weekend Enter after 6PM/Exit by 9AM	\$75	* **
Motorcycle	\$68	*
OTHER		
Access Card Deposit	\$50	N/A
New Account Activation Fee	N/A	\$10
Access Card Replacement	\$25	*
Late Monthly Payment	\$25	*
Re-opening Garage	\$50	*
No-key Valet Parking	\$25	*
Special Event Rate SFMTAB Approved May 2008	\$5 - \$40	*

* = No Change from Current Rate

** = Rates and/or Hours subject to change based on market conditions

**Performing Arts Garage
Rates Effective March 5, 2010**

CATEGORY	CURRENT RATE	PROPOSED RATE
TRANSIENT		
Incremental	\$2.50 per Hour	*
24-Hour Maximum/Lost Ticket	\$27	*
Pre-Paid High Volume Discount off the All Day Rate	N/A	25-50 Cars per day: 10% 51-100 Cars per day: 20% 101+ Cars per day: 30% Other restrictions may apply, e.g., No In/Out or validation
Early Bird	\$12	\$9 Range for all facilities: \$8 - \$25 **
Motorcycle	\$5 Flat Rate	*
Overnight Mon-Thu Enter after 9PM/Exit by 8AM Closed Sat & Sun	\$2 Flat Rate	\$5 Flat Rate **
Juror	\$7 Flat Rate	*
MONTHLY		
Reserved	\$350	*
Regular 24/7 Access	\$260	*
Restricted Mon-Fri Enter by 6AM/Exit by 7PM	\$220	* **
Carpool/Carshare	\$75	\$90
Motorcycle	\$60	*
OTHER		
Access Card Deposit	\$50	N/A
New Account Activation Fee	N/A	\$10
Access Card Replacement	\$25	*
Late Monthly Payment	\$25	*
Re-opening Garage	\$50	*
No-key Valet Parking	\$25	*
Special Event Rate SFMTAB Approved May 2008	\$5 - \$40	*

*** = No Change from Current Rate**

**** = Rates and/or Hours subject to change based on market conditions**

Polk-Bush Garage
Rates Effective March 5, 2010

CATEGORY	CURRENT RATE	PROPOSED RATE
TRANSIENT		
Incremental	\$2 per Hour	*
12-Hour Maximum	\$18	*
24-Hour Maximum/Lost Ticket	\$20	*
Pre-Paid High Volume Discount off the All Day Rate	N/A	25-50 Cars per day: 10% 51-100 Cars per day: 20% 101+ Cars per day: 30% Other restrictions may apply, e.g., No In/Out or validation
Early Bird	N/A	\$8 Range for all facilities: \$8 - \$25 **
Evening Enter after 6PM/Exit by closing	N/A	\$2 per Hour \$8 Maximum **
Overnight Mon-Fri: Enter after 9PM/Exit by 9AM; Sat: Enter after 9PM/Exit by 9AM on Mon Closed Sunday	\$2 Flat Rate	\$4 Flat Rate **
MONTHLY		
Reserved	\$500	*
Regular 24/7 Access	\$200	\$225
Restricted Mon-Sat During Operating Hours	N/A	\$200 **
Restricted Mon-Fri Evening/ & Sat Enter after 6PM/Exit by 9AM Closed Sunday	\$110	* **
Carpool/Carshare	\$100	\$110
OTHER		
Access Card Deposit	\$50	N/A
New Account Activation Fee	N/A	\$10
Access Card Replacement	\$25	*
Late Monthly Payment	\$25	*
Re-opening Garage	\$50	*
No-key Valet Parking	\$25	*
Special Event Rate SFMTAB Approved May 2008	\$5 - \$40	*

* = No Change from Current Rate

** = Rates and/or Hours subject to change based on market conditions

Portsmouth Square Garage
Rates Effective March 5, 2010

CATEGORY	CURRENT RATE	PROPOSED RATE
TRANSIENT		
Incremental	\$3 per Hour	*
24-Hour Maximum/Lost Ticket	\$27	*
Pre-Paid High Volume Discount off the All Day Rate	N/A	25-50 Cars per day: 10% 51-100 Cars per day: 20% 101+ Cars per day: 30% Other restrictions may apply, e.g., No In/Out or validation
Pre-Paid Bulk Rate (minimum \$375)	\$15	N/A
Validation \$6 Off (1 stamp limit)	\$3	*
Evening Sun-Thur Enter after 5PM/Exit by 4AM	\$6 Flat Rate	\$3 per Hour \$6 Maximum **
MONTHLY		
Reserved	\$500	*
Regular	\$370	*
Restricted Mon-Fri	\$285	* **
Carpool/Carshare	\$185	*
Restricted Sun-Sat Evening Enter after 6PM/Exit by 9AM	\$75	* **
OTHER		
Access Card Deposit	\$50	N/A
New Account Activation Fee	N/A	\$10
Access Card Replacement	\$25	*
Late Monthly Payment	\$25	*
Re-opening Garage	\$50	*
No-key Valet Parking	\$25	*
Special Event Rate SFMTAB Approved May 2008	\$5 - \$40	*

* = No Change from Current Rate

** = Rates and/or Hours subject to change based on market conditions

**SF General Hospital Garage
Rates Effective March 5, 2010**

CATEGORY	CURRENT RATE	PROPOSED RATE
TRANSIENT		
Incremental	\$1.50 per Hour	*
24-Hour Maximum/Lost Ticket	\$12	*
Motorcycle	\$3 Flat Rate	*
Validation: 1 Hour Off	\$1.50	*
MONTHLY		
Regular 24/7 Access	\$100	*
Restricted Evening	\$50	*
Carshare/Carpool	\$60	*
Motorcycle	\$50	*
OTHER		
Access Card Deposit	\$50	N/A
New Account Activation Fee	N/A	\$10
Access Card Replacement	\$25	*
Late Monthly Payment	\$25	*
Re-opening Garage	\$50	*
No-key Valet Parking	\$25	*
Special Event Rate SFMTAB Approved May 2008	\$5 - \$40	*
Other Lots/Perimeter		
Regular Campus Permit	\$120	*
Restricted Campus Permit Evening	\$50	*

**SF General Hospital BC Lot
Rates Effective March 5, 2010**

CATEGORY	CURRENT RATE	PROPOSED RATE
TRANSIENT		
Incremental	\$1.50 per Hour	\$2 per Hour
24-Hour Maximum/Lost Ticket	\$12	\$16
Motorcycle	\$3 Flat Rate	N/A
Validation 1 Hour Off	\$1.50	\$2
OTHER		
Re-opening Lot	\$50	*
No-key Valet Parking	\$25	*

* = No Change from Current Rate

** = Rates and/or Hours subject to change based on market conditions

St. Mary's Square Garage
Rates Effective March 5, 2010

CATEGORY	CURRENT RATE	PROPOSED RATE
TRANSIENT		
Incremental	\$3.50 per 30 Minutes	*
24-Hour Maximum/Lost Ticket	\$32	*
Pre-Paid High Volume Discount off the All Day Rate	N/A	25-50 Cars per day: 10% 51-100 Cars per day: 20% 101+ Cars per day: 30% Other restrictions may apply, e.g., No In/Out or validation
Early Bird	\$22	* Range for all facilities: \$8 - \$25 **
Validation Evening/Weekend 3 Hours Off	\$3	*
Evening Mon-Fri Enter after 5PM/Exit by 8AM	\$7 Flat Rate	* **
Weekend Enter after 4AM Sat/Exit by 4AM Mon	\$2 per Hour \$7 Maximum Per Day	* **
MONTHLY		
Reserved	\$500	*
Regular	\$390	*
Carpool/Carshare	\$210	\$190
Motorcycle	\$78	*
OTHER		
Access Card Deposit	\$50	N/A
New Account Activation Fee	N/A	\$10
Access Card Replacement	\$25	*
Late Monthly Payment	\$25	*
Re-opening Garage	\$50	*
No-key Valet Parking	\$25	*
Special Event Rate SFMTAB Approved May 2008	\$5 - \$40	*

* = No Change from Current Rate

** = Rates and/or Hours subject to change based on market conditions

**Sutter Stockton Garage
Rates Effective March 5, 2010**

CATEGORY	CURRENT RATE	PROPOSED RATE
TRANSIENT		
Incremental 8AM to 5PM	\$3 per Hour	*
Maximum Up to 5PM	\$26	*
24-Hour Maximum/Lost Ticket	\$34	*
Pre-Paid High Volume Discount off the All Day Rate	N/A	25-50 Cars per day: 10% 51-100 Cars per day: 20% 101+ Cars per day: 30% Other restrictions may apply, e.g., No In/Out or validation
Hotel High Volume Minimum 350 cars per month	\$12.50	\$14
Early Bird	N/A	Range for all facilities: \$8 - \$25 **
Evening Mon - Sat 5PM – 8AM	\$2 Per Hour \$8 Maximum	* **
Sunday 8AM – 5PM	\$2 Per Hour \$8 Maximum	\$2 per Hour \$10 Maximum **
MONTHLY		
Reserved	\$500	*
Regular	\$375	*
Carpool/Carshare	\$185	*
Motorcycle	\$75	*
OTHER		
Access Card Deposit	\$50	N/A
New Account Activation Fee	N/A	\$10
Access Card Replacement	\$25	*
Late Monthly Payment	\$25	*
Re-opening Garage	\$50	*
No-key Valet Parking	\$25	*
Special Event Rate SFMTAB Approved May 2008	\$5 - \$40	*

* = No Change from Current Rate

** = Rates and/or Hours subject to change based on market conditions

Union Square Garage
Rates Effective March 5, 2010

CATEGORY	CURRENT RATE	PROPOSED RATE
TRANSIENT		
Incremental 0-4 Hours 4+ Hours	\$3.50 per Hour \$4.00 per Hour	*
24-Hour Maximum/Lost Ticket	\$32	*
Pre-Paid High Volume Discount off the All Day Rate	N/A	25-50 Cars per day: 10% 51-100 Cars per day: 20% 101+ Cars per day: 30% Other restrictions may apply, e.g., No In/Out or validation
Hotel High Volume Minimum 500 cars per month	\$15	\$16
Overnight	\$32	*
Motorcycle	\$6 Flat Rate	*
Pre-Paid Bulk (minimum \$500)	\$20	N/A
MONTHLY		
Reserved	\$500	*
Regular 24/7 Access	\$375	*
Carpool/Carshare	\$185	*
Motorcycle	\$75	*
OTHER		
Access Card Deposit	\$50	N/A
New Account Activation Fee	N/A	\$10
Access Card Replacement	\$25	*
Late Monthly Payment	\$25	*
Re-opening Garage	\$50	*
No-key Valet Parking	\$25	*
Special Event Rate SFMTAB Approved May 2008	\$5 - \$40	*

* = No Change from Current Rate

** = Rates and/or Hours subject to change based on market conditions

Vallejo Street Garage
Rates Effective March 5, 2010

CATEGORY	CURRENT RATE	PROPOSED RATE
TRANSIENT		
Incremental	\$3 per Hour	*
24 Hour Maximum/Lost Ticket	\$27	*
Pre-Paid High Volume Discount off the All Day Rate	N/A	25-50 Cars per day: 10% 51-100 Cars per day: 20% 101+ Cars per day: 30% Other restrictions may apply, e.g., No In/Out or validation
Early Bird	\$11	* Range for all facilities: \$8 - \$25**
Validation 1 ½ Hour (1 stamp limit)	\$4.50	*
MONTHLY		
Reserved	N/A	\$500
Regular 24/7 Access	N/A	\$340
Carpool/Carshare	N/A	\$170
Restricted Mon-Fri Evening & Weekend Enter after 6PM/Exit by 9AM	N/A	\$75 **
OTHER		
Access Card Deposit	\$50	N/A
New Account Activation Fee	N/A	\$10
Access Card Replacement	\$25	*
Late Monthly Payment	\$25	*
Re-opening Garage	\$50	*
No-key Valet Parking	\$25	*
Special Event Rate SFMTAB Approved May 2008	\$5 - \$40	*

* = No Change from Current Rate

** = Rates and/or Hours subject to change based on market conditions

EXHIBIT 4

RECOMMENDED TRANSIT SERVICE MODIFICATIONS

The SFMTA is proposing transit service modifications to most Muni bus routes and rail lines to save approximately 10 percent of scheduled service hours (313,000 annually). The modifications would involve the elimination of approximately 230 positions, including Muni operators as well as other front-line and administrative employees. The SFMTA estimates that these modifications would save \$4.8 million by June 30 (\$28.5 million annually). All of the proposals were developed based on ridership data as well as qualitative considerations such as waiting times.

Weekday Changes

Frequency changes are being proposed on routes throughout the day. Service hours would also change on some routes. Many routes would end 30 to 90 minutes earlier at night and most community routes would end 1 to 2 hours earlier at night and start 60 to 90 minutes later in the morning.

Weekend Changes

Like the weekday proposals, Saturday and Sunday service would also include frequency changes throughout the day and service would end earlier at night on many routes. Some routes would also start 15 to 60 minutes later and most community routes would start 1 to 3 hours later in the morning.

Changes to Proposed Transit Service Modifications since Town Hall Meetings

The SFMTA hosted Town Hall meetings on February 6, 2010 and February 9, 2010 that included details on proposed transit service modifications. These proposals were also posted at www.sfmta.com. Some changes have been made to the proposals since the Town Hall meetings in response to additional data analysis, as well as community feedback. The total estimated scheduled annual service hours savings remains at approximately 313,000 hours. Changes to the proposals since the Town Hall meetings for weekday and weekend service are shown in Tables C.1 and C.2, respectively. Details of the proposed transit service modifications for weekdays, Saturdays and Sundays are shown in the subsequent tables C.3 through C.5.

TABLE C.1: Weekday Changes since Town Hall Meetings

Route	Existing	Town Hall Proposal	February 26 Staff Recommendation
1 California (east of Presidio)	AM/PM 3 min	AM/PM 3.5 min	Keep existing AM/PM (+)
1 California (west of Presidio)	AM/PM 6/5 min	AM/PM 7 min	Keep existing AM (+) Change PM to 6 min (+)
2 Clement	AM 10 min	AM 12 min	Keep existing AM (+)
3 Jackson	AM 10 min	AM 12 min	Keep existing AM (+)
5 Fulton	Midday 8 min Evening 15 min	Midday 9 min Evening 15 min	Change midday to 10 min (–) Change evening to 20 min (–)
9 San Bruno	AM/PM and midday 10 min	AM/PM and midday 11 min	Change AM/PM and midday to 12 min (–)
22 Fillmore	Evening 15 min	Evening 15 min	Change evening to 20 min (–)
28 19 th Avenue	AM 9 min Midday 12 min	AM 12 min Midday 15 min	Change AM to 10 min (+) Keep existing midday (+)
29 Sunset	AM 10 min	AM 12 min	Keep existing AM (+)
31 Balboa	AM 12 min Evening 20 min	AM 15 min Evening 20 min	Keep existing AM (+) Change evening to 30 min (–)
48 Quintara/24 th St	Midday 12 min	Midday 20 min	Change midday to 15 min (+)
108 Treasure Island	AM 10 min PM 15 min Owl 45 min	AM 20 min PM 20 min Owl 60 min	Keep existing AM/PM (+) pending Lifeline Grant Keep existing Owl because reducing to 60 min does not save resources (+)
M Ocean View (SFSU to Downtown)	AM/PM 9 min	AM/PM 8 min	Change AM/PM to 7 min (+) Minimizes service changes from West Portal to Downtown
M Ocean View (south of SFSU)	AM/PM 9 min	AM/PM 16 min	Change AM/PM to 14 min (+) Minimizes service changes from West Portal to Downtown

Notes:

Weekday time periods are generally: AM - 7 to 9 a.m., Midday - 10 to 2 p.m., PM - 4 to 6 p.m., Evening - 8 to 10 p.m., Late Night - 11 p.m. to 1 a.m., Owl - 1 to 5 a.m.

In addition to the changes listed above, there may also be frequency adjustments to very early morning trips and trips between time periods.

TABLE C.2: Saturday and Sunday Changes since Town Hall Meetings

Route	Existing	Town Hall Proposal	February 26 Staff Recommendation
3 Jackson	Evening 20 min	Evening 20 min	Change evening to 30 min (–)
8X Bayshore Express (Saturday only)	Midday 8 min	Midday 9 min	Change midday to 10 min (–)
23 Monterey	All day 20 min	All day 20 min	Change all day to 30 min (–)
29 Sunset	Night/late night 20 min	Night/late night 20 min	Change night/late night to 30 min (–)
31 Balboa	Midday 15 min Night 20 min	Midday 15 min Night 20 min	Change midday to 20 min (–) Change night to 30 min (–)
33 Stanyan	AM 20 min	AM 20 min	Change AM to 30 min (–)
38 Geary	Late night 13 min	Late night 15 min	Change late night to 20 min (–)
39 Coit	All day 20 min	All day 30 min	Change all day to 20 min (+)
43 Masonic (Saturday only)	AM 15 min	AM 15 min	Change AM to 20 min (–)
44 O'Shaughnessy	AM 15 min	AM 15 min	Change AM to 20 min (–)

Notes:

Weekend time periods are generally: AM - 7 to 9 a.m., Midday - 10 a.m. to 5 p.m., Evening - 5:30 to 7:30 p.m., Night – 8 to 10 p.m., Late Night - 10 p.m. to 1 a.m., Owl 1 to 5 a.m.

In addition to the changes listed above, there may also be frequency adjustments to very early morning trips and trips between time periods.

TABLE C.3: Weekday Proposal – Muni Service Modifications

Route	Existing Start Time	Proposed Start Time	Existing AM Frequency (minutes)	Proposed AM Frequency (minutes)	Existing Midday Frequency (minutes)	Proposed Midday Frequency (minutes)	Existing PM Frequency (minutes)	Proposed PM Frequency (minutes)	Existing Evening Frequency (minutes)	Proposed Evening Frequency (minutes)	Existing Late Night Frequency (minutes)	Proposed Late Night Frequency (minutes)	Existing Owl Frequency (minutes)	Proposed Owl Frequency (minutes)	Existing Last Trip End Time	Proposed Last Trip End Time
1 California (east of Presidio)	4:40 a.m.	same	3	same	6	7	3	same	13	15	20	same	-	-	1 a.m.	same
1 California (west of Presidio)	4:40 a.m.	same	6	same	6	7	5	6	13	15	20	same	-	-	1 a.m.	same
1AX/BX California Expresses	Peak Only	same	9 / 8	same	-	-	11 / 9	same	-	-	-	-	-	-	Peak Only	same
2 Clement	4:40 a.m.	same	10	same	20	same	10	12	-	-	-	-	-	-	8 p.m.	same
3 Jackson	6:30 a.m.	same	10	same	20	same	10	12	20	30	20	30	-	-	1 a.m.	Midnight
5 Fulton	Owl	same	4	4.5	8	10	4.5	5	15	20	20	same	30	60	Owl	same
6 Parnassus	5:40 a.m.	same	9	10	12	same	9	10	20	same	20	30	-	-	1 a.m.	Midnight
8X/BX Bayshore Expresses	4:45 a.m.	same	7.5	8.5	9	10	7.5	8.5	10	15	10	20	-	-	1 a.m.	same
8AX Bayshore 'A' Express	Peak Only	same	7.5	10	-	-	7.5	10	-	-	-	-	-	-	Peak Only	same
9 San Bruno	5:20 a.m.	same	10	12	10	12	10	12	15	20	20	30	-	-	1 a.m.	same
9L San Bruno Limited	6 a.m.	same	10	12	10	12	10	12	-	-	-	-	-	-	6:30 p.m.	same
10 Townsend	5 a.m.	same	20	same	20	same	20	same	20	30	-	-	-	-	8:45 p.m.	same
12 Folsom-Pacific	5:30 a.m.	same	20	same	20	same	20	same	30	same	30	same	-	-	1:10 a.m.	Midnight
14 Mission	Owl	same	6	7.5	8	9	6	7.5	10	15	15	20	30	60	Owl	same

Notes:

Weekday time periods are generally: AM - 7 to 9 a.m., Midday - 10 to 2 p.m., PM - 4 to 6 p.m., Evening - 8 to 10 p.m., Late Night - 11 p.m. to 1 a.m., Owl - 1 to 5 a.m.

Dash (-) indicates no service in time period.

End times reflect when the last bus gets to the end of the route. Service along the route would end 20 to 60 minutes earlier depending on the length of the route.

TABLE C.3: Weekday Proposal – Muni Service Modifications (continued)

Route	Existing Start Time	Proposed Start Time	Existing AM Frequency (minutes)	Proposed AM Frequency (minutes)	Existing Midday Frequency (minutes)	Proposed Midday Frequency (minutes)	Existing PM Frequency (minutes)	Proposed PM Frequency (minutes)	Existing Evening Frequency (minutes)	Proposed Evening Frequency (minutes)	Existing Late Night Frequency (minutes)	Proposed Late Night Frequency (minutes)	Existing Owl Frequency (minutes)	Proposed Owl Frequency (minutes)	Existing Last Trip End Time	Proposed Last Trip End Time
14L Mission Limited	6 a.m.	same	10	12	10	12	10	12	-	-	-	-	-	-	7 p.m.	same
14X Mission Express	Peak Only	same	7	8	-	-	7	8	-	-	-	-	-	-	Peak Only	same
16X Noriega Express	Peak Only	same	7	8	-	-	7	8	-	-	-	-	-	-	Peak Only	same
17 Parkmerced	6:10 a.m.	same	20	30	30	same	20	30	30	same	-	-	-	-	11:40 p.m.	10 p.m.
18 46 th Avenue	5 a.m.	same	15	20	20	30	15	20	20	30	20	30	-	-	12:30 a.m.	Midnight
19 Polk	5:20 a.m.	same	12	15	15	same	12	15	20	same	20	30	-	-	1:30 a.m.	same
21 Hayes	5 a.m.	same	8	9	12	same	8	10	15	20	20	30	-	-	12:40 a.m.	Midnight
22 Fillmore	Owl	same	8	9	8	10	7	8	15	20	15	20	30	60	Owl	same
23 Monterey	5:45 a.m.	same	15	20	20	same	15	20	30	same	30	same	-	-	1:10 a.m.	Midnight
24 Divisadero	Owl	same	9	12	10	12	10	12	20	same	20	30	30	60	Owl	same
27 Bryant	5:45 a.m.	same	12	15	12	15	12	15	20	same	20	30	-	-	1 a.m.	Midnight
28 19 th Avenue	5 a.m.	same	9	10	12	same	12	same	20	same	20	30	-	-	1 a.m.	Midnight
28L 19th Avenue Limited	School Peak	same	10	same	10	same	-	-	-	-	-	-	-	-	School Peak	same
29 Sunset	5:20 a.m.	same	10	same	15	same	12	13	20	same	20	30	-	-	1:30 a.m.	12:30 a.m.

Notes:

Weekday time periods are generally: AM - 7 to 9 a.m., Midday - 10 to 2 p.m., PM - 4 to 6 p.m., Evening - 8 to 10 p.m., Late Night - 11 p.m. to 1 a.m., Owl - 1 to 5 a.m.

Dash (-) indicates no service in time period.

End times reflect when the last bus gets to the end of the route. Service along the route would end 20 to 60 minutes earlier depending on the length of the route.

TABLE C.3: Weekday Proposal – Muni Service Modifications (continued)

Route	Existing Start Time	Proposed Start Time	Existing AM Frequency (minutes)	Proposed AM Frequency (minutes)	Existing Midday Frequency (minutes)	Proposed Midday Frequency (minutes)	Existing PM Frequency (minutes)	Proposed PM Frequency (minutes)	Existing Evening Frequency (minutes)	Proposed Evening Frequency (minutes)	Existing Late Night Frequency (minutes)	Proposed Late Night Frequency (minutes)	Existing Owl Frequency (minutes)	Proposed Owl Frequency (minutes)	Existing Last Trip End Time	Proposed Last Trip End Time
30 Stockton (west of Van Ness) ¹	5 a.m.	same	8	same	9	12	9	12	20	same	20	same	-	-	1 a.m.	same
30X Marina Express	Peak Only	same	6	same	-	-	8	same	-	-	-	-	-	-	Peak Only	same
31 Balboa	4:40 a.m.	same	12	same	15	same	12	15	20	30	20	30	-	-	12:40 a.m.	Midnight
31 AX/BX Balboa Expresses	Peak Only	same	9 / 9	same	-	-	8 / 11	same	-	-	-	-	-	-	Peak Only	same
33 Stanyan	5:20 a.m.	same	15	20	15	20	15	20	20	30	20	30	-	-	1:20 a.m.	same
35 Eureka	5:30 a.m.	7 a.m.	20	30	30	same	20	30	30	same	-	-	-	-	11:20 p.m.	10 p.m.
36 Teresita	6 a.m.	same	30	same	30	same	30	same	30	same	30	-	-	-	11:40 p.m.	10 p.m.
37 Corbett	6:15 a.m.	same	15	20	15	20	15	20	30	same	30	-	-	-	11:30 p.m.	10 p.m.
38 Geary	Owl	same	5.5	6	7	8	5.5	6	10	12	15	same	30	60	Owl	same
38 AX/BX Geary Expresses	Peak Only	same	9 / 9	same	-	-	12 / 11	same	-	-	-	-	-	-	Peak Only	same
39 Coit	7:20 a.m.	8:50 a.m.	30	-	20	same	20	same	30	-	-	-	-	-	8:10 p.m.	7:10 p.m.
41 Union	Peak Only	same	10	same	-	-	9	same	-	-	-	-	-	-	Peak Only	same
43 Masonic	5 a.m.	same	9	10	12	15	10	12	20	same	30	same	-	-	1:30 a.m.	12:30 a.m.
44 O'Shaughnessy	5 a.m.	Same	9	10	12	15	10	11	20	Same	20	30	-	-	1:10 a.m.	12:30 a.m.

Notes:

Weekday time periods are generally: AM - 7 to 9 a.m., Midday - 10 to 2 p.m., PM - 4 to 6 p.m., Evening - 8 to 10 p.m., Late Night - 11 p.m. to 1 a.m., Owl - 1 to 5 a.m.

Dash (-) indicates no service in time period.

End times reflect when the last bus gets to the end of the route. Service along the route would end 20 to 60 minutes earlier depending on the length of the route.

¹ No customer capacity reductions along Stockton corridor.

TABLE C.3: Weekday Proposal – Muni Service Modifications (continued)

Route	Existing Start Time	Proposed Start Time	Existing AM Frequency (minutes)	Proposed AM Frequency (minutes)	Existing Midday Frequency (minutes)	Proposed Midday Frequency (minutes)	Existing PM Frequency (minutes)	Proposed PM Frequency (minutes)	Existing Evening Frequency (minutes)	Proposed Evening Frequency (minutes)	Existing Late Night Frequency (minutes)	Proposed Late Night Frequency (minutes)	Existing Owl Frequency (minutes)	Proposed Owl Frequency (minutes)	Existing Last Trip End Time	Proposed Last Trip End Time
45 Union-Stockton ¹	5:40 a.m.	same	8	same	9	12	9	12	11	20	20	same	-	-	12:50 a.m.	same
47 Van Ness	6 a.m.	same	8	10	8	9	8	10	15	same	20	same	-	-	1 a.m.	same
48 Quintara-24th Street ²	6 a.m.	same	10	same	12	15	12	same	20	same	20	30	-	-	12:50 a.m.	Midnight
49 Van Ness-Mission	5:20 a.m.	same	8	same	8	9	8	same	15	same	20	same	-	-	2 a.m.	1 a.m.
52 Excelsior	6 a.m.	same	15	20	30	same	15	30	30	same	30	-	-	-	11:40 p.m.	10 p.m.
54 Felton	5:40 a.m.	same	20	same	20	same	20	same	30	same	30	same	-	-	1 a.m.	Midnight
56 Rutland	6 a.m.	7 a.m.	30	same	30	same	30	same	30	same	-	-	-	-	9:15 p.m.	same
66 Quintara	5:10 a.m.	6 a.m.	20	same	20	same	20	same	30	same	30	-	-	-	11:20 p.m.	10 p.m.
67 Bernal Heights	6:15 a.m.	same	20	same	20	same	20	same	20	same	20	-	-	-	11:30 p.m.	10 p.m.
71/71L Haight-Noriega	5:40 a.m.	same	9	10	12	same	9	10	20	same	20	30	-	-	1:15 a.m.	same
80X Gateway Express	Peak Only	same	Meets Caltrain	same	-	-	-	-	-	-	-	-	-	-	Peak Only	same
81X Caltrain Express	Peak Only	same	Meets Caltrain	same	-	-	-	-	-	-	-	-	-	-	Peak Only	same
82X Levi Plaza Express	Peak Only	same	15	same	-	-	15	same	-	-	-	-	-	-	Peak Only	same

Notes:

Weekday time periods are generally: AM - 7 to 9 a.m., Midday - 10 to 2 p.m., PM - 4 to 6 p.m., Evening - 8 to 10 p.m., Late Night - 11 p.m. to 1 a.m., Owl - 1 to 5 a.m.

Dash (-) indicates no service in time period.

End times reflect when the last bus gets to the end of the route. Service along the route would end 20 to 60 minutes earlier depending on the length of the route.

¹ No customer capacity reductions along Stockton corridor.

² 48 Quintara/24th Street service hours between Ocean Beach and West Portal reduced in the afternoon to 3:20 to 6:20 pm.

TABLE C.3: Weekday Proposal – Muni Service Modifications (continued)

Route	Existing Start Time	Proposed Start Time	Existing AM Frequency (minutes)	Proposed AM Frequency (minutes)	Existing Midday Frequency (minutes)	Proposed Midday Frequency (minutes)	Existing PM Frequency (minutes)	Proposed PM Frequency (minutes)	Existing Evening Frequency (minutes)	Proposed Evening Frequency (minutes)	Existing Late Night Frequency (minutes)	Proposed Late Night Frequency (minutes)	Existing Owl Frequency (minutes)	Proposed Owl Frequency (minutes)	Existing Last Trip End Time	Proposed Last Trip End Time
88 BART Shuttle	Peak Only	same	10	20	-	-	10	20	-	-	-	-	-	-	Peak Only	same
90 San Bruno Owl	Owl	same	-	-	-	-	-	-	-	-	-	-	30	60	Owl	same
91 Owl	Owl	same	-	-	-	-	-	-	-	-	-	-	30	60	Owl	same
108 Treasure Island ³	Owl	same	10	same	20	same	15	same	20	same	45	same	45	same	Owl	same
F Market-Wharves	6 a.m.	same	6	same	7	same	6	same	15	same	15	20	-	-	1:20	Midnight
J Church	5 a.m.	same	9	10	10	12	8	9	12	15	20	same	-	-	Midnight	same
K Ingleside/T Third	5 a.m.	same	9	12	10	12	11	12	10	15	13	15	-	-	Midnight	same
L Taraval	Owl	same	9	11	9	12	7	9	10	15	17	same	30	60	Owl	same
M Ocean View (SFSU to Downtown) ⁴	6 a.m.	same	9	7	10	12	9	7	11	15	20	same	-	-	Midnight	same
M Ocean View (south of SFSU) ⁴	6 a.m.	same	9	14	10	12	9	14	11	15	20	same	-	-	Midnight	same
N Judah	Owl	same	8	same	8	same	7	same	8	12	12	15	30	60	Owl	same
Powell-Mason	6:30 a.m.	same	10	same	8	same	8	same	8	same	10	same	-	-	12:30 a.m.	same
Powell-Hyde	6 a.m.	same	10	same	8	same	8	same	8	same	10	same	-	-	12:30 a.m.	same
California Street	6:30 a.m.	same	6	same	8	same	8	same	10	same	12	same	-	-	12:30 a.m.	same

Notes:

Weekday time periods are generally: AM - 7 to 9 a.m., Midday - 10 to 2 p.m., PM - 4 to 6 p.m., Evening - 8 to 10 p.m., Late Night - 11 p.m. to 1 a.m., Owl - 1 to 5 a.m.

Dash (-) indicates no service in time period.

End times reflect when the last bus gets to the end of the route. Service along the route would end 20 to 60 minutes earlier depending on the length of the route.

³ Keeping existing peak period service for the 108 Treasure Island is contingent on receiving Lifeline Grant funding. Otherwise a.m. and p.m. frequency will be reduced to 20 minutes.

⁴ Every other outbound M Ocean View train would end at San Francisco State University.

TABLE C.4: Saturday Proposal – Muni Service Modifications

Route	Existing Start Time	Proposed Start Time	Existing AM Frequency (minutes)	Proposed AM Frequency (minutes)	Existing Midday Frequency (minutes)	Proposed Midday Frequency (minutes)	Existing Evening Frequency (minutes)	Proposed Evening Frequency (minutes)	Existing Night Frequency (minutes)	Proposed Night Frequency (minutes)	Existing Late Night Frequency (minutes)	Proposed Late Night Frequency (minutes)	Existing Owl Frequency (minutes)	Proposed Owl Frequency (minutes)	Existing Last Trip End Time	Proposed Last Trip End Time
1 California	4:45 a.m.	same	15	same	6	8	10	12	20	same	20	same	-	-	1:30 a.m.	same
2 Clement	4:50 a.m.	5:30 a.m.	20	same	20	same	-	-	-	-	-	-	-	-	7:30 p.m.	same
3 Jackson	6 a.m.	same	20	same	20	same	20	30	20	30	20	30	-	-	12:20 a.m.	12:10 a.m.
5 Fulton	Owl	same	12	15	7.5	9	15	same	20	same	30	same	30	60	Owl	same
6 Parnassus	5:40 a.m.	6 a.m.	12	15	12	same	16	same	20	same	20	30	-	-	12:50 a.m.	same
8X Bayshore Express	4:45 a.m.	same	8	10	8	10	12	15	10	15	15	20	-	-	1 a.m.	same
9 San Bruno	5 a.m.	same	15	same	12	15	15	same	20	same	20	30	-	-	12:30 a.m.	same
10 Townsend	5:40 a.m.	6:40 a.m.	20	same	20	same	20	30	-	-	-	-	-	-	8:40 p.m.	same
12 Folsom-Pacific	5:30 a.m.	same	20	same	20	same	20	same	30	same	30	same	-	-	1:10 a.m.	Midnight
14 Mission	Owl	same	7.5	12	7.5	10	10	12	10	15	10	20	30	60	Owl	same
14L Mission Limited	8:45 a.m.	same	-	-	12	12	-	-	-	-	-	-	-	-	6 p.m.	same
17 Parkmerced	6:10 a.m.	7 a.m.	30	same	30	same	30	same	30	same	30	-	-	-	11:20 p.m.	10 p.m.
18 46th Avenue	5:40 a.m.	same	20	30	20	30	20	30	20	30	20	30	-	-	12:30 a.m.	Midnight
19 Polk	5:20 a.m.	same	15	20	15	same	15	20	20	same	20	30	-	-	1:30 a.m.	same

Notes:

Weekend time periods are generally: AM - 7 to 9 a.m., Midday - 10 a.m. to 5 p.m., Evening - 5:30 to 7:30 p.m., Night – 8 to 10 p.m., Late Night - 10 p.m. to 1 a.m., Owl - 1 to 5 a.m.

Dash (-) indicates no service in time period.

End times reflect when the last bus gets to the end of the route. Service along the route would end 20 to 60 minutes earlier depending on the length of the route.

TABLE C.4: Saturday Proposal – Muni Service Modifications (continued)

Route	Existing Start Time	Proposed Start Time	Existing AM Frequency (minutes)	Proposed AM Frequency (minutes)	Existing Midday Frequency (minutes)	Proposed Midday Frequency (minutes)	Existing Evening Frequency (minutes)	Proposed Evening Frequency (minutes)	Existing Night Frequency (minutes)	Proposed Night Frequency (minutes)	Existing Late Night Frequency (minutes)	Proposed Late Night Frequency (minutes)	Existing Owl Frequency (minutes)	Proposed Owl Frequency (minutes)	Existing Last Trip End Time	Proposed Last Trip End Time
21 Hayes	5:10 a.m.	5:50 a.m.	15	20	12	15	20	same	20	same	20	30	-	-	12:45 a.m.	Midnight
22 Fillmore	Owl	same	15	same	9	10	15	same	15	same	15	20	30	60	Owl	same
23 Monterey	5:30 a.m.	6 a.m.	20	30	20	30	20	30	30	same	30	same	-	-	12:50 a.m.	Midnight
24 Divisadero	Owl	same	20	same	15	same	20	same	20	same	20	30	30	60	Owl	same
27 Bryant	5:30 a.m.	same	20	same	15	20	15	20	20	same	20	30	-	-	1 a.m.	Midnight
28 19th Avenue	5:20 a.m.	same	17	20	12	same	15	same	20	same	20	30	-	-	12:20 a.m.	Midnight
29 Sunset	5:20 a.m.	same	15	20	15	same	15	20	20	30	20	30	-	-	1:30 a.m.	12:30 a.m.
30 Stockton (west of Van Ness)	5:20 a.m.	same	7.5	9	6	10	8	same	20	same	20	same	-	-	1:10 a.m.	same
31 Balboa	4:40 a.m.	5:20 a.m.	15	20	15	20	15	20	20	30	20	30	-	-	1:50 a.m.	Midnight
33 Sanyan	5:20 a.m.	same	20	30	20	same	20	same	20	same	20	30	-	-	1:20 a.m.	same
35 Eureka	5:40 a.m.	8 a.m.	30	same	30	same	30	same	30	same	30	-	-	-	11:20 p.m.	10 p.m.
36 Teresita	6 a.m.	8 a.m.	30	same	30	same	30	same	30	same	30	-	-	-	11 p.m.	10 p.m.
37 Corbett	6 a.m.	8 a.m.	30	same	30	same	30	same	30	same	30	-	-	-	11:30 p.m.	10 p.m.
38 Geary	Owl	same	5	7	7	8	6	8	10	same	13	20	30	60	Owl	same
38 Geary Limited	8:40 a.m.	same	-	-	7	8	-	-	-	-	-	-	-	-	5:40 p.m.	same

Notes:

Weekend time periods are generally: AM - 7 to 9 a.m., Midday - 10 a.m. to 5 p.m., Evening - 5:30 to 7:30 p.m., Night – 8 to 10 p.m., Late Night - 10 p.m. to 1 a.m., Owl - 1 to 5 a.m.

Dash (-) indicates no service in time period.

End times reflect when the last bus gets to the end of the route. Service along the route would end 20 to 60 minutes earlier depending on the length of the route.

TABLE C.4: Saturday Proposal – Muni Service Modifications (continued)

Route	Existing Start Time	Proposed Start Time	Existing AM Frequency (minutes)	Proposed AM Frequency (minutes)	Existing Midday Frequency (minutes)	Proposed Midday Frequency (minutes)	Existing Evening Frequency (minutes)	Proposed Evening Frequency (minutes)	Existing Night Frequency (minutes)	Proposed Night Frequency (minutes)	Existing Late Night Frequency (minutes)	Proposed Late Night Frequency (minutes)	Existing Owl Frequency (minutes)	Proposed Owl Frequency (minutes)	Existing Last Trip End Time	Proposed Last Trip End Time
39 Coit	7 a.m.	10 a.m.	30	-	20	same	20	same	-	-	-	-	-	-	8:10 p.m.	7:10 p.m.
43 Masonic	5:40 a.m.	same	15	20	15	same	20	same	20	same	20	30	-	-	1:30 a.m.	12:30 a.m.
44 O'Shaughnessy	5 a.m.	same	15	20	15	same	15	same	20	same	20	30	-	-	1:10 a.m.	12:30 a.m.
45 Union-Stockton	5:30 a.m.	same	20	same	12	10	15	same	20	same	20	same	-	-	1 a.m.	same
47 Van Ness	6 a.m.	same	10	12	9	10	12	same	20	same	20	same	-	-	1:10 a.m.	same
48 Quintara-24th Street	5:45 a.m.	6 a.m.	20	same	15	20	20	same	20	same	20	30	-	-	12:20 a.m.	Midnight
49 Van Ness-Mission	5:40 a.m.	same	9	12	9	10	12	same	20	same	20	same	-	-	1:30 a.m.	1 a.m.
52 Excelsior	6:30 a.m.	8 a.m.	30	same	30	same	30	same	30	same	30	-	-	-	11 p.m.	10 p.m.
54 Felton	5:50a.m.	same	20	same	20	same	20	same	30	same	30	same	-	-	12:20 a.m.	Midnight
56 Rutland	6 a.m.	8 a.m.	30	same	30	same	30	same	30	same	-	-	-	-	9 p.m.	8 p.m.
66 Quintara	6:10 a.m.	8 a.m.	30	same	30	same	30	same	30	same	30	-	-	-	11:10 p.m.	10 p.m.
67 Bernal Heights	6 a.m.	8 a.m.	20	same	20	same	20	same	20	same	20	-	-	-	11:30 p.m.	10 p.m.
71 Haight-Noriega	5:40 a.m.	same	12	15	12	same	16	same	20	same	20	30	-	-	12:50 a.m.	same
90 San Bruno Owl	Owl	same	-	-	-	-	-	-	-	-	-	-	30	60	Owl	same

Notes:

Weekend time periods are generally: AM - 7 to 9 a.m., Midday - 10 a.m. to 5 p.m., Evening - 5:30 to 7:30 p.m., Night - 8 to 10 p.m., Late Night - 10 p.m. to 1 a.m., Owl - 1 to 5 a.m.

Dash (-) indicates no service in time period.

End times reflect when the last bus gets to the end of the route. Service along the route would end 20 to 60 minutes earlier depending on the length of the route.

TABLE C.4: Saturday Proposal – Muni Service Modifications (continued)

Route	Existing Start Time	Proposed Start Time	Existing AM Frequency (minutes)	Proposed AM Frequency (minutes)	Existing Midday Frequency (minutes)	Proposed Midday Frequency (minutes)	Existing Evening Frequency (minutes)	Proposed Evening Frequency (minutes)	Existing Night Frequency (minutes)	Proposed Night Frequency (minutes)	Existing Late Night Frequency (minutes)	Proposed Late Night Frequency (minutes)	Existing Owl Frequency (minutes)	Proposed Owl Frequency (minutes)	Existing Last Trip End Time	Proposed Last Trip End Time
91 Owl	Owl	same	-	-	-	-	-	-	-	-	-	-	30	60	Owl	same
108 Treasure Island	Owl	same	45	same	20	same	20	same	45	same	45	same	45	60	Owl	same
F Market-Wharves	5:20 a.m.	same	10	12	7	same	10	same	15	same	15	20	-	-	1:10 a.m.	12:10 a.m.
J Church	5:30 a.m.	same	15	20	15	same	20	same	20	same	20	same	-	-	1:20 a.m.	same
K Ingleside/ T Third	6:30 a.m.	same	15	same	12	same	15	same	20	same	20	same	-	-	12:30 a.m.	same
L Taraval	Owl	same	15	same	10	same	15	same	20	same	20	same	30	60	Owl	same
M Ocean View	6 a.m.	same	15	same	12	same	15	same	20	same	20	same	-	-	Midnight	same
N Judah	Owl	same	15	same	10	same	10	same	20	same	20	same	30	60	Owl	same
Powell-Mason	6 a.m.	same	10	same	8	same	8	same	8	same	10	same	-	-	12:30 a.m.	same
Powell-Hyde	5:50 a.m.	same	10	same	8	same	8	same	8	same	10	same	-	-	12:30 a.m.	same
California Street	6:10 a.m.	same	10	same	10	same	10	same	10	same	12	same	-	-	12:30 a.m.	same

Notes:

Weekend time periods are generally: AM - 7 to 9 a.m., Midday - 10 a.m. to 5 p.m., Evening - 5:30 to 7:30 p.m., Night – 8 to 10 p.m., Late Night - 10 p.m. to 1 a.m., Owl - 1 to 5 a.m.

Dash (-) indicates no service in time period.

End times reflect when the last bus gets to the end of the route. Service along the route would end 20 to 60 minutes earlier depending on the length of the route.

TABLE C.5: Sunday Proposal – Muni Service Modifications

Route	Existing Start Time	Proposed Start Time	Existing AM Frequency (minutes)	Proposed AM Frequency (minutes)	Existing Midday Frequency (minutes)	Proposed Midday Frequency (minutes)	Existing Evening Frequency (minutes)	Proposed Evening Frequency (minutes)	Existing Night Frequency (minutes)	Proposed Night Frequency (minutes)	Existing Late Night Frequency (minutes)	Proposed Late Night Frequency (minutes)	Existing Owl Frequency (minutes)	Proposed Owl Frequency (minutes)	Existing Last Trip End Time	Proposed Last Trip End Time
1 California	4:45 a.m.	same	15	same	6	9	12	same	20	same	20	same	-	-	1:50 a.m.	same
2 Clement	4:50 a.m.	5:30 a.m.	20	same	20	same	-	-	-	-	-	-	-	-	8 p.m.	same
3 Jackson	6:00 a.m.	same	20	same	20	same	20	30	20	30	20	30	-	-	12:50 a.m.	same
5 Fulton	Owl	same	12	15	9	10	15	same	20	same	30	same	30	60	Owl	same
6 Parnassus	5:40 a.m.	6 a.m.	15	same	12	same	15	same	20	same	20	30	-	-	12:50 a.m.	same
8X Bayshore Express	4:45 a.m.	same	8	12	8	10	12	15	15	20	15	20	-	-	1 a.m.	same
9 San Bruno	6:10 a.m.	same	15	same	12	15	15	same	20	same	20	30	-	-	12:30 a.m.	same
10 Townsend	5:40 a.m.	6:40 a.m.	20	same	20	same	20	30	-	-	-	-	-	-	8:40 p.m.	same
12 Folsom-Pacific	5:30 a.m.	same	20	same	20	same	20	same	30	same	30	same	-	-	1:10 a.m.	Midnight
14 Mission	Owl	same	9	12	9	12	10	12	10	15	10	20	30	60	Owl	same
14L Mission Limited	8:45 a.m.	same	-	-	12	same	-	-	-	-	-	-	-	-	6 p.m.	same
17 Parkmerced	6:10 a.m.	7 a.m.	30	same	30	same	30	same	30	same	30	-	-	-	11:30 p.m.	10 p.m.

Notes:

Weekend time periods are generally: AM - 7 to 9 a.m., Midday - 10 a.m. to 5 p.m., Evening - 5:30 to 7:30 p.m., Night – 8 to 10 p.m., Late Night - 10 p.m. to 1 a.m., Owl - 1 to 5 a.m.

Dash (-) indicates no service in time period.

End times reflect when the last bus gets to the end of the route. Service along the route would end 20 to 60 minutes earlier depending on the length of the route.

TABLE C.5: Sunday Proposal – Muni Service Modifications (continued)

Route	Existing Start Time	Proposed Start Time	Existing AM Frequency (minutes)	Proposed AM Frequency (minutes)	Existing Midday Frequency (minutes)	Proposed Midday Frequency (minutes)	Existing Evening Frequency (minutes)	Proposed Evening Frequency (minutes)	Existing Night Frequency (minutes)	Proposed Night Frequency (minutes)	Existing Late Night Frequency (minutes)	Proposed Late Night Frequency (minutes)	Existing Owl Frequency (minutes)	Proposed Owl Frequency (minutes)	Existing Last Trip End Time	Proposed Last Trip End Time
18 46th Avenue	5:40 a.m.	same	20	30	20	30	20	30	20	30	20	30	-	-	12:30 a.m.	Midnight
19 Polk	5:20 a.m.	same	15	20	15	same	20	same	20	same	20	30	-	-	1:30 a.m.	same
21 Hayes	5:10 a.m.	5:50 a.m.	15	20	12	15	20	same	20	same	20	30	-	-	12:20 a.m.	Midnight
22 Fillmore	Owl	same	15	same	9	10	12	same	15	same	30	same	30	60	Owl	same
23 Monterey	5:30 a.m.	same	20	30	20	30	30	same	30	same	30	same	-	-	12:50 a.m.	Midnight
24 Divisadero	Owl	same	20	same	15	same	15	20	20	same	20	30	30	60	1 a.m. ²	same
27 Bryant	5:45 a.m.	same	20	same	15	20	15	20	20	same	20	30	-	-	1 a.m.	Midnight
28 19th Avenue	5:20 a.m.	same	12	20	12	15	15	same	20	same	20	30	-	-	1 a.m.	Midnight
29 Sunset	5:20 a.m.	same	15	20	15	same	15	20	20	30	20	30	-	-	1:30 a.m.	12:30 a.m.
30 Stockton (west of Van Ness)	5:20 a.m.	same	20	same	12	same	13	same	15	same	20	same	-	-	1:30 a.m.	same
31 Balboa	4:40 a.m.	5:20 a.m.	20	same	15	20	15	20	20	30	20	30	-	-	1 a.m.	Midnight
33 Stanyan	5:20 a.m.	same	20	30	20	same	20	same	20	same	20	30	-	-	1:20 a.m.	same

Notes:

Weekend time periods are generally: AM - 7 to 9 a.m., Midday - 10 a.m. to 5 p.m., Evening - 5:30 to 7:30 p.m., Night - 8 to 10 p.m., Late Night - 10 p.m. to 1 a.m., Owl - 1 to 5 a.m.

Dash (-) indicates no service in time period.

End times reflect when the last bus gets to the end of the route. Service along the route would end 20 to 60 minutes earlier depending on the length of the route.

TABLE C.5: Sunday Proposal – Muni Service Modifications (continued)

Route	Existing Start Time	Proposed Start Time	Existing AM Frequency (minutes)	Proposed AM Frequency (minutes)	Existing Midday Frequency (minutes)	Proposed Midday Frequency (minutes)	Existing Evening Frequency (minutes)	Proposed Evening Frequency (minutes)	Existing Night Frequency (minutes)	Proposed Night Frequency (minutes)	Existing Late Night Frequency (minutes)	Proposed Late Night Frequency (minutes)	Existing Owl Frequency (minutes)	Proposed Owl Frequency (minutes)	Existing Last Trip End Time	Proposed Last Trip End Time
35 Eureka	5:40 a.m.	8 a.m.	30	same	30	same	30	same	30	same	30	-	-	-	11:20 p.m.	10 p.m.
36 Teresita	6 a.m.	8 a.m.	30	same	30	same	30	same	30	same	30	-	-	-	11:40 p.m.	10 p.m.
37 Corbett	6 a.m.	8 a.m.	30	same	30	same	30	same	30	same	30	-	-	-	11 p.m.	10 p.m.
38 Geary	Owl	same	7	8	5	5.5	7	same	10	same	14	20	30	60	Owl	same
39 Coit	7 a.m.	10 a.m.	30	-	20	same	20	same	-	-	-	-	-	-	8:10 p.m.	7:10 p.m.
43 Masonic	5:40 a.m.	same	20	same	15	same	20	same	20	same	20	30	-	-	1:15 a.m.	12:30 a.m.
44 O'Shaughnessy	5 a.m.	same	15	20	15	same	15	20	20	same	20	30	-	-	12:30 a.m.	same
45 Union-Stockton ¹	5:40 a.m.	same	20	same	12	same	16	same	15	same	20	same	-	-	1:20 a.m.	same
47 Van Ness	6 a.m.	same	10	12	9	12	12	15	20	same	20	same	-	-	1:10 a.m.	same
48 Quintara-24th Street	5:45 a.m.	6 a.m.	20	same	15	20	20	same	20	same	20	30	-	-	12:20 a.m.	Midnight
49 Van Ness-Mission	5:40 a.m.	same	10	12	9	12	12	15	20	same	20	same	-	-	1:40 a.m.	1 a.m.
52 Excelsior	6:30 a.m.	8 a.m.	30	same	30	same	30	same	30	same	30	-	-	-	11:20 p.m.	10 p.m.

Notes:

Weekend time periods are generally: AM - 7 to 9 a.m., Midday - 10 a.m. to 5 p.m., Evening - 5:30 to 7:30 p.m., Night – 8 to 10 p.m., Late Night - 10 p.m. to 1 a.m., Owl - 1 to 5 a.m.

Dash (-) indicates no service in time period.

End times reflect when the last bus gets to the end of the route. Service along the route would end 20 to 60 minutes earlier depending on the length of the route.

TABLE C.5: Sunday Proposal – Muni Service Modifications (continued)

Route	Existing Start Time	Proposed Start Time	Existing AM Frequency (minutes)	Proposed AM Frequency (minutes)	Existing Midday Frequency (minutes)	Proposed Midday Frequency (minutes)	Existing Evening Frequency (minutes)	Proposed Evening Frequency (minutes)	Existing Night Frequency (minutes)	Proposed Night Frequency (minutes)	Existing Late Night Frequency (minutes)	Proposed Late Night Frequency (minutes)	Existing Owl Frequency (minutes)	Proposed Owl Frequency (minutes)	Existing Last Trip End Time	Proposed Last Trip End Time
54 Felton	6 a.m.	same	20	same	20	same	20	same	30	same	30	same	-	-	12:20 a.m.	Midnight
56 Rutland	6 a.m.	8 a.m.	30	same	30	same	30	same	30	same	-	-	-	-	9 p.m.	8 p.m.
66 Quintara	6:10 a.m.	8 a.m.	30	same	30	same	30	same	30	same	30	-	-	-	11:10 p.m.	10:10 p.m.
67 Bernal Heights	6 a.m.	8 a.m.	20	same	20	same	20	same	20	same	20	-	-	-	11:30 p.m.	10:30 p.m.
71 Haight-Noriega	5:40 a.m.	same	15	same	12	same	15	same	20	same	20	30	-	-	1 a.m.	same
90 San Bruno Owl	Owl	same	-	-	-	-	-	-	-	-	-	-	30	60	Owl	same
91 Owl	Owl	same	-	-	-	-	-	-	-	-	-	-	30	60	Owl	same
108 Treasure Island	Owl	same	45	same	20	same	20	same	45	same	45	same	45	60	Owl	same
F Market-Wharves	5:20 a.m.	same	10	12	7	8	10	same	15	same	15	20	-	-	12:15 a.m.	same
J Church	7:30 a.m.	same	15	20	20	same	20	same	20	same	20	same	-	-	12:20 a.m.	same
K Ingleside/T Third	7:20 a.m.	same	20	same	15	same	20	same	20	same	20	same	45	60	1 a.m.	same
L Taraval	Owl	same	30	same	12	same	15	same	20	same	20	same	30	60	Owl	same

Notes:

Weekend time periods are generally: AM - 7 to 9 a.m., Midday - 10 a.m. to 5 p.m., Evening - 5:30 to 7:30 p.m., Night – 8 to 10 p.m., Late Night - 10 p.m. to 1 a.m., Owl - 1 to 5 a.m.

Dash (-) indicates no service in time period.

End times reflect when the last bus gets to the end of the route. Service along the route would end 20 to 60 minutes earlier depending on the length of the route.

TABLE C.5: Sunday Proposal – Muni Service Modifications (continued)

Route	Existing Start Time	Proposed Start Time	Existing AM Frequency (minutes)	Proposed AM Frequency (minutes)	Existing Midday Frequency (minutes)	Proposed Midday Frequency (minutes)	Existing Evening Frequency (minutes)	Proposed Evening Frequency (minutes)	Existing Night Frequency (minutes)	Proposed Night Frequency (minutes)	Existing Late Night Frequency (minutes)	Proposed Late Night Frequency (minutes)	Existing Owl Frequency (minutes)	Proposed Owl Frequency (minutes)	Existing Last Trip End Time	Proposed Last Trip End Time
M Ocean View	7:30 a.m.	same	20	same	15	same	15	20	20	same	20	same	-	-	12:45 a.m.	same
N Judah	Owl	same	15	same	12	same	15	same	20	same	20	same	30	60	Owl	same
Powell-Mason	6 a.m.	same	10	same	8	same	8	same	8	same	10	same	-	-	12:30 a.m.	same
Powell-Hyde	5:50 a.m.	same	10	same	8	same	8	same	8	same	10	same	-	-	12:30 a.m.	same
California Street	6:10 a.m.	same	10	same	10	same	10	same	10	same	12	same	-	-	12:30 a.m.	same

Notes:

Weekend time periods are generally: AM - 7 to 9 a.m., Midday - 10 a.m. to 5 p.m., Evening - 5:30 to 7:30 p.m., Night – 8 to 10 p.m., Late Night - 10 p.m. to 1 a.m., Owl - 1 to 5 a.m.

Dash (-) indicates no service in time period.

End times reflect when the last bus gets to the end of the route. Service along the route would end 20 to 60 minutes earlier depending on the length of the route.

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Finance & Information Technology

BRIEF DESCRIPTION: Establishing an Express Route Premium Monthly Pass and Cable Car Premium Monthly Pass and increasing the cost of the Discount Pass for Youth, Seniors and Disabled to address the FY 2009-2010 Amended Operating Budget deficit, repealing the fare increase for Candlestick Park Express and Special Event Service effective on January 1, 2010, and authorizing the Executive Director/CEO to forward the fare changes to the Board of Supervisors for review as required pursuant to Charter section 8A.108.

SUMMARY:

- The California Environment Quality Act (CEQA) under California Public Resources Code section 21080.32 and California Environmental Quality Act implementing guidelines, Title 14 of the California Code of Regulations section 15285 provides a statutory exemption from environmental review for increases to fares if implemented as a result of a declared fiscal emergency.
- On April 21, 2009, the Board of Directors declared a fiscal emergency for FY 2009-2010 in order to obtain CEQA clearance for fare increases.
- CEQA provides an additional statutory exemption from environmental review for the establishment, modification, structuring, restructuring or approval of fares under California Public Resources Code section 21080(b)(8) and CEQA implementing guidelines, Title 14 of the California Code of Regulations section 15273.
- Despite the service modifications and increases to charges approved on April 30, 2009, at the January 19, 2010 SFMTA Board meeting, SFMTA staff presented projections for a year-end operating deficit of at least \$16.9 million if no additional steps were taken to balance the budget.
- On January 29, 2010, the SFMTA Board of Directors held a presentation and discussion regarding options to balance the Amended Operating Budget for FY 2009-2010.
- Based on feedback from the SFMTA Board of Directors and the public, certain fare adjustments are proposed to address the FY 2009-2010 Amended Operating Budget deficit.
- Pursuant to Charter Section 16.112 and the Rules of Order of the Board of Directors, an advertisement was placed in the City's official newspaper to provide published notice that the Board of Directors intended to hold a public hearing on February 16, 2010 to consider possible fares adjustments. The Board's Rules of Order require that the advertisement run for at least five days and not less than fifteen days prior to the public hearings. In compliance with this requirement, the advertisement ran in the San Francisco Chronicle beginning on January 25, 2010 for a five-day period for the February 16th hearing date. When the public hearing date was changed to February 26th, a second notice was published on February 14th.
- The Board of Directors is asked to approve the establishment of an Express Route Premium Monthly Pass and Cable Car Premium Monthly Pass and increase the cost of the Discount Pass for Youth, Seniors and Disabled to address the FY 2009-2010 Amended Operating Budget deficit, repeal the fare increase for Candlestick Park Express and Special Event Service effective on January 1, 2010, and authorize the Executive Director/CEO to forward the proposed adjustments to the Board of Supervisors for review as required pursuant to Charter section 8A.108.

ENCLOSURES:

1. SFMTAB Resolution
2. Attachment A - Proposed Fares

APPROVALS:

DEPUTY OF DIVISION
PREPARING ITEM

DATE

FINANCE _____

EXECUTIVE DIRECTOR/CEO _____

SECRETARY _____

ADOPTED RESOLUTION BE RETURNED TO Sonali Bose

ASSIGNED SFMTAB CALENDAR DATE: _____

PAGE 2

PURPOSE

Establishing an Express Route Premium Monthly Pass and Cable Car Premium Monthly Pass, increasing the cost of the Discount Pass for Youth, Senior and Disabled, repealing the fare increase for Candlestick Park Express and Special Event Service effective January 1, 2010, and authorizing the Executive Director/CEO to forward the fare adjustments to the Board of Supervisors for review as required pursuant to Charter section 8A.108.

GOAL

Approval of the proposed resolution will support: Strategic Plan Goals

- Goal 3: External Affairs/Community Relations-to improve the customer experience, community value and enhance the image of the SFMTA and
- Goal 4: Financial Capacity-to ensure financial stability and effective resource allocation.

DESCRIPTION

The SFMTA's FY 2009-2010 Approved Amended Operating Budget is \$768.6 million. The severe downturn in the economy that began in April 2008 continues to have a significant impact to the SFMTA's FY 2009-2010 Amended Operating Budget projections. Any fare increases that were not included in the original two year budget must be submitted to the Board of Supervisors pursuant to Charter section 8A.108. The Board of Supervisors may reject the fare changes by a vote of 7 of its 11 members.

At the January 19, 2010 SFMTA Board meeting, SFMTA staff presented the following projections for a year-end operating deficit if no steps are taken to balance the budget:

Projections	FY 2009-2010 Revised Budget	FY 2009-2010 Year End Projection	Variance
Revenues	\$765.9M	\$752.3M	Down \$13.6M
Expenditures	\$764.5M	\$767.8M	Up \$3.3M
Deficit			(\$16.9M)

At the same meeting, the SFMTA Board of Directors discussed possible options to address the anticipated shortfall. The options included adjustments to fares.

At the January 29, 2010 meeting, the SFMTA held a presentation and discussion regarding options to balance the Amended Operating Budget for FY 2009-2010 including adjustments to fares.

The following table highlights the fare options the SFMTA Board of Directors considered in their deliberations to address the shortfall in the FY 2009-2010 Amended Operating Budget.

Description Of Proposal	Notes	Amount
Express Route Premium Monthly Pass (excluding the 8AX and 8BX express routes)	Currently approximately 13,300 passengers ride the express routes daily (excluding the 8AX and 8BX express routes). Revenue projections assume that 80% of these riders use a monthly pass and would purchase a premium pass (similar to the BART/Muni Premium Pass). See Attachment A	\$0.2 million (2 months)
Cable Cars Premium Monthly Pass	Currently approximately 23,000 passengers ride the cable cars daily. Revenue projections assume that 25% of these are non-tourist riders who use a monthly pass and would purchase a premium pass (similar to the BART/Muni Premium Pass). See Attachment A	\$0.1 million (2 months)
Discount Passes for Youth, Seniors and Disabled	Increase the discount passes (\$15 currently, \$20 on May 1) to equal the cost of the Lifeline pass (\$30). See Attachment A	\$0.7 million (2 months)

Repealing the Candlestick Park Express and Special Event Fare

The reduction will ensure that special event fares are not greater than the highest regular fixed route round trip fares (i.e., cable car fares).

Public Notice

Charter Section 16.112 requires published notice and hearing before the SFMTA may institute or change any fare which affects the public. The Board's Rules of Order require that the advertisement run for at least five days and not less than fifteen days prior to the public hearings. In compliance with this requirement, an advertisement ran in the San Francisco Chronicle for a five-day period beginning on January 25, 2010 for the February 16th hearing date. When the public hearing date was changed to February 26th, a second notice was published on February 14th.

Environmental Clearance

Fare increases are subject to the California Environment Quality Act (CEQA). CEQA provides a statutory exemption from environmental review for fare increases if implemented as a result of a declared fiscal emergency caused by the failure of revenues to adequately fund an agency's programs, facilities, and operations pursuant to California Public Resources Code section 21080.32 and CEQA implementing guidelines, Title 14 of the California Code of Regulations section 15285.

PAGE 4

On April 21, 2009, the Board of Directors declared a fiscal emergency for FY 2009-2010.

Further, CEQA provides an additional statutory exemption from environmental review for the establishment, modification, structuring, restructuring or approval of fares pursuant to California Public Resources Code section 21080(b)(8) and CEQA implementing guidelines, Title 14 of the California Code of Regulations section 15273 if these fares will be used to meet operating expenses including employee wage rates and fringe benefits, or purchase or lease supplies, equipment, or materials.

City Planning has determined that the proposed premium monthly transit passes are statutorily exempt from environmental review under the above cited provisions.

Title VI Compliance

Under Title VI of the Civil Rights Act of 1964 and FTA requirements, the SFMTA must analyze the impacts of fare changes on low-income and minority communities to ensure that such service changes do not create disparate impacts on such communities. The SFMTA has analyzed the impacts of the proposed introduction of an Express Route Premium Monthly Pass and Cable Car Premium Monthly Pass and increase in the Discount Pass for Youth, Seniors and Disabled on low-income and minority communities in San Francisco and determined that they do not create discriminatory impacts. This analysis included a route by route review to determine the percentage of each route that provides service to low-income and minority communities as well as alternate fares for discount premium monthly passes that allow senior, youth and disabled passengers to ride cable car and certain peak express routes, along with unlimited regular routes and has shown that there are other available transit options for these groups that mitigate any impact of these new passes. Discount Passes are used throughout the transit system and nearly all San Francisco communities will be affected by the increase. The amount of the proposed Discount Pass will equal the cost of the Lifeline Pass which serves low-income communities. In addition, passengers may continue to utilize the discount single-fare rate which is below Federally mandated requirements.

The SFMTA hosted two town hall meetings to discuss options and obtain public feedback regarding the proposed service changes on February 6, 2010 and February 9, 2010. The town hall meetings included Chinese and Spanish translation, as well as sign language interpretation. Additionally, the outreach regarding the service changes was conducted through multilingual posters and verbal announcements onboard SFMTA transit vehicles, on the SFMTA website, through email lists and phone calls to community organizations, local unions, universities and medical centers, at public libraries and schools and through an advertisement in the San Francisco Examiner on February 2, 2010.

ALTERNATIVES CONSIDERED

The SFMTA Board considered various options at the January 19, 2010 and January 29, 2010 meetings and is considering the above options at this public hearing.

PAGE 5

FUNDING IMPACT

Impact to the FY 2009-2010 Amended Operating Budget.

RECOMMENDATION

It is recommended that the SFMTA Board of Directors approve the establishment of an Express Route Premium Monthly Pass and Cable Car Premium Monthly Pass and increase the cost of the Discount Pass for Youth, Seniors, and Disabled to address the FY 2009-2010 Amended Operating Budget deficit, repeal the fare increase for Candlestick Park Express and Special Event Service effective on January 1, 2010, and authorize the Executive Director/CEO to forward the proposed fare changes to the Board of Supervisors for review as required pursuant to Charter section 8A.108.

**SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS**

RESOLUTION No. _____

WHEREAS, Major reductions in revenues from multiple sources and increases in operating costs have created an anticipated budget deficit of at least \$16.9 million and require the SFMTA to make fare changes to address the FY 2009-2010 Amended Operating Budget deficit; and

WHEREAS, The SFMTA is proposing to establish an Express Route Premium Monthly Pass and Cable Car Premium Monthly Pass as itemized in Attachment A to this Resolution; and

WHEREAS, The SFMTA is proposing to increase the cost of the Discount Pass for Youth, Seniors and Disabled as itemized in Attachment A to this Resolution; and

WHEREAS, The SFMTA is proposing to repeal the fare increase for Candlestick Park Express and Special Event Service that was effective on January 1, 2010; and

WHEREAS, San Francisco City Charter Section 16.112 requires that notice be given and public hearings be held before any fare which affects the public is instituted or changed; and

WHEREAS, The SFMTA has conducted outreach to inform the public of increases in fares pursuant to Charter Section 16.112, conducted a public hearing regarding such proposals on February 26, 2010; and

WHEREAS, The Planning Department has determined that increases in various fares are statutorily exempt from environmental review under California Public Resources Code section 21080(b)(8) and CEQA implementing guidelines, Title 14 of the California Code of Regulations section 15273 because the increases will be used to meet operating expenses including employee wage rates and fringe benefits, or purchase or lease supplies, equipment, or materials; and

WHEREAS, Said CEQA determination is on file with the Secretary to the SFMTA Board of Directors and is incorporated herein by this reference; and

WHEREAS, CEQA provides an additional statutory exemption from environmental review for increases to fares if implemented as a result of a declared fiscal emergency caused by the failure of agency revenues to adequately fund an agency's programs, facilities, and operations; and

WHEREAS, On April 21, 2009, the SFMTA Board of Directors declared that a fiscal emergency exists caused by the failure of agency revenues to adequately fund agency programs and facilities pursuant to California Public Resources Code section 21080.32 and California Environmental Quality Act implementing guidelines, Title 14 of the California Code of Regulations section 15285; and

WHEREAS, SFMTA's actions are necessary to address the on-going fiscal emergency declared on April 21, 2009; and

WHEREAS, Said CEQA determination is on file with the Secretary to the SFMTA Board of Directors and is incorporated herein by this reference; and

WHEREAS, The SFMTA has analyzed the impacts of the proposed fares on low-income and minority communities in San Francisco and determined that they do not impose discriminatory impacts on such communities; and

WHEREAS, On February 26, 2010, the SFMTA Board of Directors approved a motion to suspend Article 4, Section 10 of the SFMTA Board of Directors Rules of Order regarding published notice for revising the SFMTA fare schedule to establish an Express Route Premium Monthly Pass and Cable Car Premium Monthly Pass, to increase the cost of the Discount Pass for Youth, Seniors and Disabled, and to repeal the fare increase for Candlestick Park Express and Special Event Service; now, therefore, be it

RESOLVED, That the SFMTA Board of Directors approves the establishment of an Express Route Premium Monthly Pass and Cable Car Premium Monthly Pass as itemized in Attachment A to this Resolution; and be it further

RESOLVED, That the SFMTA Board of Director approves an increase to the cost of the Discount Pass for Youth, Seniors and Disabled as itemized in Attachment A to this Resolution; and be it further

RESOLVED, That the SFMTA Board of Directors repeals the fare increase for Candlestick Park Express and Special Event Service that was effective on January 1, 2010 as itemized in Attachment A to this Resolution; and be it further

RESOLVED, That all the provisions of Resolution 08-066 that approved the original operating budget for Fiscal Years 2008-2009 and 2009-2010 and Amended Operating budget for FY 2009-2010 remain in full force and effect except to the extent that they are specifically modified by this Resolution; and be it further

RESOLVED, That the Executive Director/CEO is authorized to forward the fare changes to the Board of Supervisors for review as required by Charter section 8A.108.

I certify that the foregoing resolution was adopted by the Municipal Transportation Agency Board of Directors at their meeting of _____.

Secretary, Municipal Transportation Agency

ATTACHMENT A

Proposed Transit Fares

Category	Current	Proposed
Express Route Premium Monthly Pass (excluding the 8AX and 8BX express routes)	New	Adult - \$70.00 <i>Effective May 1, 2010.</i>
Cable Car Premium Monthly Pass	New	Adult - \$70.00 <i>Effective May 1, 2010.</i>
Discount Monthly Passes for Youth, Seniors and Persons with Disabilities	\$15	\$30.00 <i>Effective May 1, 2010</i>
Repeal the Candlestick Park Express and Special Event Fare	\$12	\$10.00

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Finance & Information Technology

BRIEF DESCRIPTION: Authorizing system-wide transit service modifications, increases to various fees, rates and charges, instituting new fees, rates and charges, eliminating free parking privileges for City employees, officials, and parking garage non-profits, and other expenditure reductions to address the FY 2009-2010 Amended Operating Budget deficit.

SUMMARY:

- The California Environment Quality Act (CEQA) under California Public Resources Code section 21080.32 and California Environmental Quality Act implementing guidelines, Title 14 of the California Code of Regulations section 15285 provides a statutory exemption from environmental review for the reduction or elimination of transit service and increases to fees, rates and charges that support transit service if implemented as a result of a declared fiscal emergency.
- On April 21, 2009, the Board of Directors declared a fiscal emergency for FY 2009-2010 in order to obtain CEQA clearance for certain service reductions and increases to fees, rates and charges that support transit service.
- CEQA provides an additional statutory exemption from environmental review for the establishment, modification, structuring, restructuring or approval of rates, tolls, and other charges under California Public Resources Code section 21080(b)(8) and CEQA implementing guidelines, Title 14 of the California Code of Regulations section 15273.
- Despite the service reductions and increases to charges approved on April 30, 2009, at the January 19, 2010 SFMTA Board meeting, SFMTA staff presented projections for a year-end operating deficit of at least \$16.9 million if no additional steps were taken to balance the budget.
- On January 29, 2010, the SFMTA Board of Directors held a presentation and discussion regarding options to balance the Amended Operating Budget for FY 2009-2010.
- Based on feedback from the SFMTA Board of Directors and the public, certain expenditure modifications, revenue options and service modifications are proposed to address the FY 2009-2010 Amended Operating Budget deficit.
- Pursuant to Charter Section 16.112 and the Rules of Order of the Board of Directors, an advertisement was placed in the City's official newspaper to provide published notice that the Board of Directors intended to hold a public hearing on February 16, 2010 to consider possible increases to fees, fines, rates and charges as well as transit service modifications. The Board's Rules of Order require that the advertisement run for at least five days and not less than fifteen days prior to the public hearings. In compliance with this requirement, the advertisement ran in the San Francisco Chronicle beginning on January 25, 2010 for a five-day period for the February 16th hearing date. When the public hearing date was changed to February 26th, a second notice was published on February 14th.
- The Board of Directors is asked to approve the proposed increases to fees, rates and charges, institution of new fees, rates and charges, elimination of free parking privileges for City employees, officials, and parking garage non-profits, system-wide service modifications and other expenditure reductions to address the FY 2009-2010 Amended Operating Budget deficit.

ENCLOSURES:

1. SFMTAB Resolution
2. Attachment A - Division II Legislation
3. Attachment B – Proposed Increases to Garage Parking Rates
4. Attachment C - Proposed Service Modifications

APPROVALS:**DATE**

DEPUTY OF DIVISION

PREPARING ITEM _____

FINANCE _____

EXECUTIVE DIRECTOR/CEO _____

SECRETARY _____

ADOPTED RESOLUTION BE RETURNED TO

Sonali Bose

ASSIGNED SFMTAB CALENDAR DATE: _____

PAGE 2

PURPOSE

Authorizing system-wide transit service modifications, increases to various fees, rates and charges, instituting new fees, rates and charges, eliminating free parking privileges for City employees, officials, and parking garage non-profits, and other expenditure modifications to address the FY 2009-2010 Operating Budget deficit.

GOAL

Approval of the proposed resolution will support: Strategic Plan Goals

- Goal 3: External Affairs/Community Relations-to improve the customer experience, community value and enhance the image of the SFMTA and
- Goal 4: Financial Capacity-to ensure financial stability and effective resource allocation.

DESCRIPTION

The SFMTA's FY 2009-2010 Approved Amended Operating Budget is \$768.6 million. The severe downturn in the economy that began in April 2008 continues to have a significant impact to the SFMTA's FY 2009-2010 Amended Operating Budget projections.

At the January 19, 2010 SFMTA Board meeting, SFMTA staff presented the following projections for a year-end operating deficit if no steps are taken to balance the budget:

Projections	FY 2009-2010 Revised Budget	FY 2009-2010 Year End Projection	Variance
Revenues	\$765.9M	\$752.3M	Down \$13.6M
Expenditures	\$764.5M	\$767.8M	Up \$3.3M
Deficit			(\$16.9M)

At the same meeting, the SFMTA Board of Directors discussed possible options to address the anticipated shortfall. The options included service modifications, expenditure reductions as well as increases to fees, fines, rates and charges.

At the January 29, 2010 meeting, the Board of Directors held a hearing regarding options to balance the Amended Operating Budget for FY 2009-2010 including proposed transit service modifications and other expenditure reductions.

The following table highlights the various fees, rates, charges, expenditure reductions and service modifications under consideration to address the shortfall in the FY 2009-2010 Amended Operating Budget.

Description Of Proposal	Notes	Amount
Labor Concessions	Including Work Rule Changes.	\$0.7 million (2 months)
Charge SFMTA Employees for Parking	Charge SFMTA employees for parking in the yards and other facilities either directly or through meter placement.	\$0.1 million (2 months)
\$2.50 Postage and Handling Fee for On-Line Transactions	Individuals who pay for services via the web do not pay a transaction cost; the SFMTA picks up these fees. See Attachment A	\$0.1 million (2 months)
\$3.00 transaction cost charge for Customer Center Visits	The volume at the customer service center has increased significantly resulting in long lines. If there is an option for payment via the web (e.g. citations, fast pass), customers will be charged a transaction fee. See Attachment A	\$0.2 million (3 months)
Increase citations by \$2.00 to recover the additional Courthouse fee	Amount deducted from each citation to cover courthouse debt. See Attachment A	\$0.7 million (3 months)
Eliminate Free Parking in Garages	Employee and Vendor Parking in Garages: Non-Profit Managers and Board of Directors; Boards and Commissions at Civic Center: BOS Aides at Performing Arts; Department of Elections. Those who continue to park in the garages will be charged the posted garage parking rates. Estimated total \$780K of which \$537K is for MTA facilities. See Attachment B	\$0.1 million (4 months)
Raise Residential Parking Permit Fees to Equal Full Cost Recovery	Increase annual fee from \$76 to \$96 to make the fee equal to full cost recovery, \$2.4 million annually. See Attachment A	\$0.4 million (2 months)
Sales Tax (from Prop K)	Request funding from SFCTA for maintenance and state of good repair to ensure FTA compliance and system performance	\$7.0 million
Adjust Garage Rates for Economic Conditions	See Attachment B	\$0.1 million (4 months)
Service Modifications	Approximately 313,000 Hours Annually. See Attachment C	\$4.8 million (2 months)

Modifications to Transportation Code II

Section 302 and 303 - Changes to the Parking Citation Penalty Schedule

Parking citation penalty schedules will be revised to increase parking related citations by \$2.00 in order to recover \$1.50 for the state courthouse construction fee and \$0.50 for the local courthouse construction fee mandated by the state. Section 302 refers to violations of the Transportation Code and Section 303 refers to violations of the California Vehicle Code.

Section 308 – On-Line Computer Postage and Handling Transaction Fee

Establish a \$2.50 Postage and Handling Fee for on-line computer transactions for all transactions that occur through the SFMTA's website to offset SFMTA costs arising from credit card transaction and mailing costs as well as City staff time to maintain the website and process these transactions. These transactions include payment for transit passes, pre-paid parking meter cards, fare evasion and other transit violations, and parking citations. Individuals who pay for services via the web do not currently pay a transaction cost. The SFMTA has absorbed the administrative costs.

Section 309 – In-Person Customer Service Center Transaction Fee

Establish a \$3.00 In-Person Customer Service Center fee for walk-in services that occur when a member of the public chooses to pay in-person for transit passes, pre-paid parking meter cards, fare evasion and other transit violations, and parking citations at the Customer Service Center where other options are available to the customer to conduct this transaction. The volume at the customer service center has increased significantly, resulting in long lines. If there is an option for the public to pay for a transaction via the web (e.g. citations, fast pass), mail or any other means, customers will be charged a \$3.00 fee to reimburse the SFMTA for staff time involved in operating the Customer Service Center.

Section 902 – Residential Parking Permit Fees

Increase various fees in the Residential Area Parking Permit schedule in order for the SFMTA to equal fully recover costs for administration and enforcement of this program.

Public Notice

Charter Section 16.112 requires published notice and hearing before the SFMTA may institute or change any fee, schedule of rates or charges which affect the public. The Board's Rules of Order require that the advertisement run for at least five days and not less than fifteen days prior to the public hearings. In compliance with this requirement, an advertisement ran in the San Francisco Chronicle for a five-day period beginning on January 25, 2010 for the February 16th hearing date. On February 14th, a second notice was published to inform the public that the hearing was rescheduled to February 26th.

Environmental Clearance

Modifications in transit service and increases to fees, rates and charges are subject to the California Environment Quality Act (CEQA). Pursuant to the City Charter parking related fees, rates and charges support transit service. CEQA provides a statutory exemption from environmental review for the reduction of transit service and increases to fees, fines, rates and charges that support transit service if implemented as a result of a declared fiscal emergency

caused by the failure of revenues to adequately fund an agency's programs, facilities, and operations pursuant to California Public Resources Code section 21080.32 and CEQA implementing guidelines, Title 14 of the California Code of Regulations section 15285.

On April 21, 2009, the Board of Directors declared a fiscal emergency for FY 2009-2010.

Further, CEQA provides an additional statutory exemption from environmental review for the establishment, modification, structuring, restructuring or approval of rates, tolls, and other charges pursuant to California Public Resources Code section 21080(b)(8) and CEQA implementing guidelines, Title 14 of the California Code of Regulations section 15273 if these rates, tolls, and other charges will be used to meet operating expenses including employee wage rates and fringe benefits, or purchase or lease supplies, equipment, or materials.

City Planning has determined that the increases to parking citation fines, residential parking permit fees, parking garage rates, eliminating free parking privileges for City officials and employees, including SFMTA employees, and instituting fees for on-line computer transactions by the public and in-person transactions at the SFMTA Customer Service Center are statutorily exempt from environmental review under the above cited provisions.

Title VI Compliance

Under Title VI of the Civil Rights Act of 1964 and FTA requirements, the SFMTA must analyze the impacts of major service changes on low-income and minority communities to ensure that such service changes do not create disparate impacts on such communities. The SFMTA has analyzed the impacts of the proposed transit service modifications on low-income and minority communities in San Francisco and determined that they do not create discriminatory impacts. This analysis included a route by route review of passenger loads (i.e., crowding levels), a review of the transit service modifications by census tract and a review of input from minority and low-income members of the public.

The proposed transit service modifications include changes to the majority of Muni's existing bus routes and rail lines, and nearly all San Francisco communities will be affected by them. The SFMTA hosted two town hall meetings to discuss options and obtain public feedback regarding the proposed service changes on February 6, 2010 and February 9, 2010. The town hall meetings included Chinese and Spanish translation, as well as sign language interpretation. Additionally, the outreach regarding the service changes was conducted through multilingual posters and verbal announcements onboard SFMTA transit vehicles, on the SFMTA website, through email lists and phone calls to community organizations, local unions, universities and medical centers, at public libraries and schools and through an advertisement in the San Francisco Examiner on February 2, 2010.

ALTERNATIVES CONSIDERED

The SFMTA Board considered various options at the January 19, 2010 and January 29, 2010 meetings and is considering the above options at this public hearing.

FUNDING IMPACT

Impact to FY 2009-2010 Amended Operating Budget.

RECOMMENDATION

It is recommended that the SFMTA Board of Directors authorize system-wide transit service modifications, increases to various fees, rates and charges, instituting new fees, rates and charges, eliminating free parking privileges for City employees, officials, and parking garage non-profits, increases to parking garage rates, and other expenditure reductions to address the FY 2009-2010 Amended Operating Budget deficit.

It is recommended that the Parking Authority Commission approve the changes to off-street parking rates for the Lombard Street, Moscone Center, North Beach, Performing Arts, Polk Bush and San Francisco General Hospital garages.

**SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS
AND
PARKING AUTHORITY COMMISSION
RESOLUTION No. _____**

WHEREAS, Major reductions in revenues from multiple sources and increases in operating costs have created an anticipated budget deficit of at least \$16.9 million and require the SFMTA to make adjustments to address the FY 2009-2010 Amended Operating Budget deficit; and

WHEREAS, The SFMTA is proposing to increase various fees, rates and charges, as itemized in Attachment A to this Resolution and SFMTA and Parking Authority garage parking rates, as itemized in Attachment B to this Resolution; and

WHEREAS, San Francisco City Charter Section 16.112 requires that notice be given and public hearings be held before any fee or any schedule of rates, charges which affects the public is instituted or changed and before any significant change in the operating schedule or route of a street railway, bus route, trolley bus route or cable car line is adopted; and

WHEREAS, The SFMTA has conducted outreach to inform the public of increases in fees, rates and charges and, pursuant to Charter Section 16.112, conducted a public hearing regarding such proposals on February 26, 2010; and

WHEREAS, The SFMTA is proposing to establish a \$2.50 On-Line Computer Postage and Handling Transaction Fee for on-line computer transactions that would be assessed on all transactions that occur through the SFMTA's website to offset SFMTA costs arising from credit card transactions and mailing fees as well as City staff time to maintain the website and process these transactions. These transactions include payment for transit passes, pre-paid parking meter cards, fare evasion and other transit violations, and parking citations; and

WHEREAS, The SFMTA is proposing to establish a \$3.00 In-Person Customer Service Center Transaction Fee for walk-in services that occur when a member of the public chooses to pay in-person for transit passes, pre-paid parking meter cards, fare evasion and other transit violations, and parking citations at the Customer Service Center when no other option is available to conduct the transaction to reimburse the SFMTA for staff time involved in operating the Customer Service Center; and

WHEREAS, The SFMTA Board of Directors has authority to amend Division II of the Transportation Code; and

WHEREAS, The increases in various fees, rates and charges itemized in Attachments A and B are necessary to meet SFMTA operating expenses, including employee wages and benefits; purchase and lease essential supplies, equipment and materials; and

WHEREAS, The Planning Department has determined that increases in various fees, rates and charges, including increases to residential parking permit fees and parking garage rates,

elimination of free parking privileges for City officials and employees, including SFMTA employees, and instituting fees for on-line computer transactions by the public and in-person transactions at the SFMTA Customer Service Center are statutorily exempt from environmental review under California Public Resources Code section 21080(b)(8) and CEQA implementing guidelines, Title 14 of the California Code of Regulations section 15273 because the increases will be used to meet operating expenses including employee wage rates and fringe benefits, or purchase or lease supplies, equipment, or materials; and

WHEREAS, Said CEQA determination is on file with the Secretary to the SFMTA Board of Directors and is incorporated herein by this reference; and

WHEREAS, CEQA provides an additional statutory exemption from environmental review for the reduction of transit service and increases to fees, fines, rates and charges that support transit service if implemented as a result of a declared fiscal emergency caused by the failure of agency revenues to adequately fund an agency's programs, facilities, and operations; and

WHEREAS, The SFMTA is proposing system-wide service modifications to various transit routes itemized in Attachment C to address the on-going fiscal emergency for Fiscal Year 2009- 2010; and

WHEREAS, Section 8A.105(e) of the City Charter establishes City policy that parking-related revenues support transit service; and

WHEREAS, On April 21, 2009, the SFMTA Board of Directors declared that a fiscal emergency exists caused by the failure of agency revenues to adequately fund agency programs and facilities pursuant to California Public Resources Code section 21080.32 and California Environmental Quality Act implementing guidelines, Title 14 of the California Code of Regulations section 15285; and

WHEREAS, SFMTA's actions are necessary to address the on-going fiscal emergency declared on April 21, 2009; and

WHEREAS, The Planning Department has determined that the proposed service modifications on various transit routes on file with the Planning Department and increases to fees, rates and charges that support transit service are statutorily exempt from CEQA review based on the SFMTA's declaration of fiscal emergency pursuant to California Public Resources Code section 21080.32 and California Environmental Quality Act implementing guidelines, Title 14 of the California Code of Regulations section 15285; and

WHEREAS, Said determination is on file with the Secretary to the SFMTA Board of Directors and is incorporated herein by this reference; and

WHEREAS, The SFMTA has analyzed the impacts of the proposed transit service modifications on low-income and minority communities in San Francisco and determined that they do not impose discriminatory impacts on such communities; and

WHEREAS, On February 26, 2010, the SFMTA Board of Directors approved a motion to suspend Article 4, Section 10 of the SFMTA Board of Directors Rules of Order regarding published notice for revising the SFMTA transit service schedule, increases to various fees, rates, and charges, instituting new fees rates, and charges, eliminating free parking privileges for City employees, officials, and parking garage non-profits, and other expenditure reductions; now, therefore, be it

RESOLVED, That the SFMTA Board of Directors approves the proposed increase to fines, fees and penalties and amends Transportation Code Division II, Sections 302, 303, 902 and adding Sections 308 and 309 to institute and reflect increased fines, fees and penalties as itemized in Attachment A; and be it further

RESOLVED, That the SFMTA Board of Directors approves increases in various fees, fines, rates and charges, as itemized in Attachment A and SFMTA garage parking rates, as itemized in Attachment B; and be it further

RESOLVED, That the Parking Authority Commission approves changes to off-street parking rates for the Lombard Street, Moscone Center, North Beach, Performing Arts, Polk Bush and San Francisco General Hospital garages as itemized in Attachment B; and be it further

RESOLVED, That all the provisions of Resolution 08-066 that approved the original operating budget for Fiscal Years 2008-2009 and 2009-2010 and Amended Operating Budget for FY 2009-2010 remain in full force and effect except to the extent that they are specifically modified by this Resolution; and be it further

RESOLVED, That the SFMTA Board of Directors authorizes the Executive Director/CEO to implement the modifications and changes to Municipal Railway public transit services itemized in Attachment C; and be it further

RESOLVED, That the Executive Director/CEO is authorized to make such further adjustments to transit services indicated above as may be necessary or desirable except to the extent that such adjustments require review by the Board of Supervisors pursuant to San Francisco Charter Section 8A.108.

I certify that the foregoing resolution was adopted by the Municipal Transportation Agency Board of Directors and the Parking Authority Commission at their meeting of _____.

Secretary, Municipal Transportation Agency
Board and Parking Authority Commission

FILE NO.

RESOLUTION NO.

ATTACHMENT A
[Posted separately for accessibility]

ATTACHMENT B

OFF-STREET PARKING FACILITIES – REVENUE INCREASES

Effective March 5, 2010

MTA REVENUE GARAGES	AMOUNT
5th & Mission	\$0
7th & Harrison	\$0
16th & Hoff	\$34,400
Ellis O'Farrell	\$85,100
Golden Gateway	\$0
Japan Center	\$50,000
Lombard	\$18,200
Mission Bartlett	\$5,000
Mission Otis	\$0
Moscone Center	\$0
North Beach	\$600
Performing Arts	\$6,300
Polk Bush	\$19,800
SFGH	\$54,000
St. Mary's Square	\$0
Sutter Stockton	\$20,000
Vallejo	\$0
TOTAL INCREASE	\$238,400
LESS PARKING TAX	\$47,300
TOTAL NET INCREASE	\$246,100

REC & PARK REVENUE GARAGES	AMOUNT
Civic Center	\$8,800
Portsmouth Square	\$0
St. Mary's Square (revenue shared with SFMTA)	\$0
Union Square	\$24,300
TOTAL INCREASE	\$33,100
LESS PARKING TAX	\$6,600
TOTAL NET INCREASE	\$26,500

5th & Mission Garage
Rates Effective March 5, 2010

CATEGORY	CURRENT RATE	PROPOSED RATE
TRANSIENT		
Incremental	\$3.50 per Hour	*
24-Hour Maximum/Lost Ticket	\$32	*
Pre-Paid High Volume Discount off the All Day Rate	N/A	25-50 Cars per day: 10% 51-100 Cars per day: 20% 101+ Cars per day: 30% Other restrictions may apply, e.g., No In/Out or validation
Motorcycle	\$6 Flat Rate	*
MONTHLY		
Reserved	\$325	*
Regular 24/7 Access	\$300	*
Carpool/Carshare	\$150	*
Motorcycle	\$70	*
OTHER		
Access Card Deposit	\$50	N/A
New Account Activation Fee	N/A	\$10
Access Card Replacement	\$25	*
Late Monthly Payment	\$25	*
Re-opening Garage	\$50	*
No-key Valet Parking	\$25	*
Special Event Rate SFMTAB Approved May 2008	\$5 - \$40	*

* = No Change from Current Rate

** = Rates and/or Hours subject to change based on market conditions

7th & Harrison Lot
Rates Effective March 5, 2010

CATEGORY	CURRENT RATE	PROPOSED RATE
TRANSIENT		
Incremental	\$2 per Hour	*
24-Hour Maximum/Lost Ticket	\$12	*
Pre-Paid High Volume Discount off the All Day Rate	N/A	25-50 Cars per day: 10% 51-100 Cars per day: 20% 101+ Cars per day: 30% Other restrictions may apply, e.g., No In/Out or validation
Juror	\$5 Flat Rate	*
Motorcycle	\$3 Flat Rate	*
Early Bird	\$8	* Range for all facilities: \$8 - \$25 **
Weekend & Holiday	\$5 Flat Rate	* **
MONTHLY		
Reserved	\$200	*
Regular 24/7 Access	\$125	*
Carpool/Carshare	\$100	*
Motorcycle	\$50	*
OTHER		
Access Card Deposit	\$50	N/A
New Account Activation Fee	N/A	\$10
Access Card Replacement	\$25	*
Late Monthly Payment	\$25	*
Re-opening Garage	\$50	*
No-key Valet Parking	\$25	*
Special Event Rate SFMTAB Approved May 2008	\$5 - \$40	*

*** = No Change from Current Rate**

**** = Rates and/or Hours subject to change based on market conditions**

16th & Hoff Garage
Rates Effective March 5, 2010

CATEGORY	CURRENT RATE	PROPOSED RATE
TRANSIENT		
Incremental	\$2 per Hour	\$2.50 per Hour
24-Hour Maximum/Lost Ticket	\$20	*
Pre-Paid High Volume Discount off the All Day Rate	N/A	25-50 Cars per day: 10% 51-100 Cars per day: 20% 101+ Cars per day: 30% Other restrictions may apply, e.g., No In/Out or validation
Evening	\$2.50 per Hour \$10 Maximum	* \$20 Maximum
MONTHLY		
Reserved	\$225	*
Regular 24/7 access	\$165	\$180
Restricted Mon-Fri Daytime Enter by 7AM/Exit by 6PM	N/A	\$160 **
Restricted Mon-Fri Evening Enter after 6PM/Exit by 8AM No Weekend Restriction	N/A	\$140 **
Carpool/Carshare	\$75	\$90
OTHER		
Access Card Deposit	\$50	N/A
New Account Activation Fee	N/A	\$10
Access Card Replacement	\$25	*
Late Monthly Payment	\$25	*
Re-opening Garage	\$50	*
No-key Valet Parking	\$25	*
Special Event Rate SFMTAB Approved May 2008	\$5 - \$40	*

* = No Change from Current Rate

** = Rates and/or Hours subject to change based on market conditions

Civic Center Garage
Rates Effective March 5, 2010

CATEGORY	CURRENT RATE	PROPOSED RATE
TRANSIENT		
Incremental	\$3 per Hour	*
12-Hour Maximum	\$24	*
24-Hour Maximum/Lost Ticket	\$30	*
Pre-Paid High Volume Discount off the All Day Rate	N/A	25-50 Cars per day: 10% 51-100 Cars per day: 20% 101+ Cars per day: 30% Other restrictions may apply, e.g., No In/Out or validation
Early Bird	N/A	\$15 Range for all facilities: \$8 - \$25 **
Overnight Enter after 9PM/Exit by 9AM	\$5 Flat Rate	N/A
Motorcycle	\$5 Flat Rate	*
Student	\$8 Flat Rate	*
Evening Enter after 7PM/Exit by 9AM	\$6 Flat Rate	\$3 per Hour \$8 Maximum **
MONTHLY		
Reserved	\$350	*
Regular 24/7 Access	\$250	*
Resident w/in 5 blocks of garage	\$200	*
Carpool/Carshare	\$100	\$125
Motorcycle	\$60	*
OTHER		
Access Card Deposit	\$50	N/A
New Account Activation Fee	N/A	\$10
Access Card Replacement	\$25	*
Late Monthly Payment	\$25	*
Re-opening Garage	\$50	*
No-key Valet Parking	\$25	*
Special Event Rate SFMTAB Approved May 2008	\$5 - \$40	*

* = No Change from Current Rate

** = Rates and/or Hours subject to change based on market conditions

Ellis-O'Farrell Garage
Rates Effective March 5, 2010

CATEGORY	CURRENT RATE	PROPOSED RATE
TRANSIENT		
Incremental	\$3.50 per Hour	*
12-Hour Maximum	\$32	*
24-Hour Maximum/Lost Ticket	\$38	*
Pre-Paid High Volume Discount off the All Day Rate	N/A	25-50 Cars per day: 10% 51-100 Cars per day: 20% 101+ Cars per day: 30% Other restrictions may apply, e.g., No In/Out or validation
Early Bird	N/A	\$15 Range for all facilities: \$8 - \$25 **
Motorcycle	\$6 Flat Rate	*
Pre-Paid Bulk (minimum \$450)	\$18	N/A
Evening Mon-Sat Enter after 5PM/Exit by closing	\$6 Flat Rate	\$3.50 per Hour \$10 Maximum **
Sunday	\$6 Flat Rate	\$3.50 per Hour \$14 maximum **
MONTHLY		
Reserved	\$450	*
Regular 24/7 Access	\$300	*
Carpool/Carshare	\$150	*
Motorcycle	\$70	*
OTHER		
Access Card Deposit	\$50	N/A
New Account Activation Fee	N/A	\$10
Access Card Replacement	\$25	*
Late Monthly Payment	\$25	*
Re-opening Garage	\$50	*
No-key Valet Parking	\$25	*
Special Event Rate SFMTAB Approved May 2008	\$5 - \$40	*

* = No Change from Current Rate

** = Rates and/or Hours subject to change based on market conditions

Golden Gateway Garage
Rates Effective March 5, 2010

CATEGORY	CURRENT RATE	PROPOSED RATE
TRANSIENT		
Incremental	\$3.50 per 30 Minutes	*
24-Hour Maximum/Lost Ticket	\$36	*
Pre-Paid High Volume Discount off the All Day Rate	N/A	25-50 Cars per day: 10% 51-100 Cars per day: 20% 101+ Cars per day: 30% Other restrictions may apply, e.g., No In/Out or validation
Early Bird	\$20	* Range for all facilities: \$8 - \$25 **
Motorcycle	\$7 Flat Rate	*
Park & Ride Validation Weekend Only: 9AM until 10PM	\$3 Flat Rate	* **
Evening Mon-Fri Enter after 5PM/Exit by 8AM	\$7 Flat Rate	* **
Weekend Enter after 7AM on Sat/Exit by 8AM on Mon	\$7 Flat Rate Per Day	* **
MONTHLY		
Reserved	\$500	*
Regular 24/7 Access	\$390	*
Carpool/Carshare	\$210	*
Restricted Mon-Fri Evening Enter after 5PM/Exit by 8AM No Weekend Restriction	\$210	* **
Motorcycle	\$90	*
OTHER		
Access Card Deposit	\$50	N/A
New Account Activation Fee	N/A	\$10
Access Card Replacement	\$25	*
Late Monthly Payment	\$25	*
Re-opening Garage	\$50	*
No-key Valet Parking	\$25	*
Special Event Rate SFMTAB Approved May 2008	\$5 - \$40	*

* = No Change from Current Rate

** = Rates and/or Hours subject to change based on market conditions

Japan Center Garage
Rates Effective March 5, 2010

CATEGORY	CURRENT RATE	PROPOSED RATE
TRANSIENT		
Incremental	\$2 per Hour	*
24-Hour Maximum/Lost Ticket	\$16	*
Pre-Paid High Volume Discount off the All Day Rate	N/A	25-50 Cars per day: 10% 51-100 Cars per day: 20% 101+ Cars per day: 30% Other restrictions may apply, e.g., No In/Out or validation
Early Bird	\$10	* Range for all facilities: \$8 - \$25 **
Motorcycle	\$5 Flat Rate	*
Validation:		
1 Hour Off	\$0.75	\$1
3 Hours Off	\$2.75	\$3
Theatre Patron	\$2.75	\$3.75
MONTHLY		
Reserved	\$250	*
Regular 24/7 Access	\$165	*
Restricted Mon-Fri 1. Enter at opening/Exit by 9PM; or 2. Enter after 2PM/Exit by 2AM	\$125	* **
Carpool/Car share	\$80	*
Motorcycle	\$60	*
OTHER		
Access Card Deposit	\$50	N/A
New Account Activation Fee	N/A	\$10
Access Card Replacement	\$25	*
Late Monthly Payment	\$25	*
Re-opening Garage	\$50	*
No-key Valet Parking	\$25	*
Special Event Rate SFMTAB Approved May 2008	\$5 - \$40	*

* = No Change from Current Rate

** = Rates and/or Hours subject to change based on market conditions

Lombard Garage
Rates Effective March 5, 2010

CATEGORY	CURRENT RATE	PROPOSED RATE
TRANSIENT		
Incremental	\$2.50 per Hour	*
24-Hour Maximum/Lost Ticket	\$22	\$20
Pre-Paid High Volume Discount off the All Day Rate	N/A	25-50 Cars per day: 10% 51-100 Cars per day: 20% 101+ Cars per day: 30% Other restrictions may apply, e.g., No In/Out or validation
Early Bird	N/A	\$12 Range for all facilities: \$8 - \$25 **
Validation: 3 Hours Off	\$3.50	*
1-1/2 Hours Off	\$1.75	*
Evening Enter after 5PM/Exit by 8AM	\$2.50 per Hour \$10 Maximum	* **
MONTHLY		
Reserved	\$300	*
Regular	\$225	*
Carpool/Carshare	\$110	*
Motorcycle	\$60	*
OTHER		
Access Card Deposit	\$50	N/A
New Account Activation Fee	N/A	\$10
Access Card Replacement	\$25	*
Late Monthly Payment	\$25	*
Re-opening Garage	\$50	*
No-key Valet Parking	\$25	*
Special Event Rate SFMTAB Approved May 2008	\$5 - \$40	*

* = No Change from Current Rate

** = Rates and/or Hours subject to change based on market conditions

Mission-Bartlett Garage
Rates Effective March 5, 2010

CATEGORY	CURRENT RATE	PROPOSED RATE
TRANSIENT		
Incremental	\$2 per Hour	*
24-Hour Maximum/Lost Ticket	\$18	*
Pre-Paid High Volume Discount off the All Day Rate	N/A	25-50 Cars per day: 10% 51-100 Cars per day: 20% 101+ Cars per day: 30% Other restrictions may apply, e.g., No In/Out or validation
Overnight Enter after 9PM/Exit by 9AM	\$2 Flat Rate	\$4 Flat Rate **
Validation: 3 stamp limit	\$1.00	*
MONTHLY		
Reserved	\$225	*
Regular 24/7 Access	\$165	\$180
Restricted Mon-Fri Daytime Enter by 7AM/Exit by 6PM	N/A	\$160 **
Restricted Mon-Fri Evening Enter after 6PM/Exit by 8AM No Weekend Restriction	N/A	\$140 **
Carpool/Carshare	\$80	\$90
Motorcycle	\$60	*
OTHER		
Access Card Deposit	\$50	N/A
New Account Activation Fee	N/A	\$10
Access Card Replacement	\$25	*
Late Monthly Payment	\$25	*
Re-opening Garage	\$50	*
No-key Valet Parking	\$25	*
Special Event Rate SFMTAB Approved May 2008	\$5 - \$40	*

* = No Change from Current Rate

** = Rates and/or Hours subject to change based on market conditions

Mission Otis Garage
Rates Effective March 5, 2010

CATEGORY	CURRENT RATE	PROPOSED RATE
TRANSIENT		
Incremental	\$2.50 per Hour	*
24-Hour Maximum/Lost Ticket	\$22.50	\$22
OTHER		
Access Card Deposit	\$50	N/A
New Account Activation Fee	N/A	\$10
Access Card Replacement	\$25	*
Late Monthly Payment	\$25	*
Re-opening Garage	\$50	*
No-key Valet Parking	\$25	*
Special Event Rate SFMTAB Approved May 2008	\$5 - \$40	*

* = No Change from Current Rate

** = Rates and/or Hours subject to change based on market conditions

Moscone Center Garage
Rates Effective March 5, 2010

CATEGORY	CURRENT RATE	PROPOSED RATE
TRANSIENT		
Incremental	\$3 per Hour	*
24-Hour Maximum/Lost Ticket	\$24	*
Pre-Paid High Volume Discount off the All Day Rate	N/A	25-50 Cars per day: 10% 51-100 Cars per day: 20% 101+ Cars per day: 30% Other restrictions may apply, e.g., No In/Out or validation
Early Bird	\$10	* Range for all facilities: \$8 - \$25 **
Evening Mon-Fri Enter after 5PM/Exit by 8AM Evening Sat & Sun Enter after 5PM/Exit by 10AM	\$7 Flat Rate	* **
MONTHLY		
Reserved	\$275	*
Regular	\$275	*
Carpool/Carshare	\$140	*
OTHER		
Access Card Deposit	\$50	N/A
New Account Activation Fee	N/A	\$10
Access Card Replacement	\$25	*
Late Monthly Payment	\$25	*
Re-opening Garage	\$50	*
No-key Valet Parking	\$25	*
Special Event Rate SFMTAB Approved May 2008	\$5 - \$40	*

* = No Change from Current Rate

** = Rates and/or Hours subject to change based on market conditions

North Beach Garage
Rates Effective March 5, 2010

CATEGORY	CURRENT RATE	PROPOSED RATE
TRANSIENT		
Incremental	\$3 per Hour	*
24-Hour Maximum/Lost Ticket	\$27	*
Pre-Paid High Volume Discount off the All Day Rate	N/A	25-50 Cars per day: 10% 51-100 Cars per day: 20% 101+ Cars per day: 30% Other restrictions may apply, e.g., No In/Out or validation
Motorcycle	\$5 Flat Rate	*
Early Bird	\$11	* Range for all facilities: \$8 - \$25 **
Validation: 1 stamp limit	\$2.50	\$3
MONTHLY		
Reserved	\$500	*
Regular 24/7 Access	\$340	*
Carpool/Carshare	\$175	\$170
Restricted Mon-Fri Evening & Weekend Enter after 6PM/Exit by 9AM	\$75	* **
Motorcycle	\$68	*
OTHER		
Access Card Deposit	\$50	N/A
New Account Activation Fee	N/A	\$10
Access Card Replacement	\$25	*
Late Monthly Payment	\$25	*
Re-opening Garage	\$50	*
No-key Valet Parking	\$25	*
Special Event Rate SFMTAB Approved May 2008	\$5 - \$40	*

*** = No Change from Current Rate**

**** = Rates and/or Hours subject to change based on market conditions**

Performing Arts Garage
Rates Effective March 5, 2010

CATEGORY	CURRENT RATE	PROPOSED RATE
TRANSIENT		
Incremental	\$2.50 per Hour	*
24-Hour Maximum/Lost Ticket	\$27	*
Pre-Paid High Volume Discount off the All Day Rate	N/A	25-50 Cars per day: 10% 51-100 Cars per day: 20% 101+ Cars per day: 30% Other restrictions may apply, e.g., No In/Out or validation
Early Bird	\$12	\$9 Range for all facilities: \$8 - \$25 **
Motorcycle	\$5 Flat Rate	*
Overnight Mon-Thu Enter after 9PM/Exit by 8AM Closed Sat & Sun	\$2 Flat Rate	\$5 Flat Rate **
Juror	\$7 Flat Rate	*
MONTHLY		
Reserved	\$350	*
Regular 24/7 Access	\$260	*
Restricted Mon-Fri Enter by 6AM/Exit by 7PM	\$220	* **
Carpool/Carshare	\$75	\$90
Motorcycle	\$60	*
OTHER		
Access Card Deposit	\$50	N/A
New Account Activation Fee	N/A	\$10
Access Card Replacement	\$25	*
Late Monthly Payment	\$25	*
Re-opening Garage	\$50	*
No-key Valet Parking	\$25	*
Special Event Rate SFMTAB Approved May 2008	\$5 - \$40	*

* = No Change from Current Rate

** = Rates and/or Hours subject to change based on market conditions

Polk-Bush Garage
Rates Effective March 5, 2010

CATEGORY	CURRENT RATE	PROPOSED RATE
TRANSIENT		
Incremental	\$2 per Hour	*
12-Hour Maximum	\$18	*
24-Hour Maximum/Lost Ticket	\$20	*
Pre-Paid High Volume Discount off the All Day Rate	N/A	25-50 Cars per day: 10% 51-100 Cars per day: 20% 101+ Cars per day: 30% Other restrictions may apply, e.g., No In/Out or validation
Early Bird	N/A	\$8 Range for all facilities: \$8 - \$25 **
Evening Enter after 6PM/Exit by closing	N/A	\$2 per Hour \$8 Maximum **
Overnight Mon-Fri: Enter after 9PM/Exit by 9AM; Sat: Enter after 9PM/Exit by 9AM on Mon Closed Sunday	\$2 Flat Rate	\$4 Flat Rate **
MONTHLY		
Reserved	\$500	*
Regular 24/7 Access	\$200	\$225
Restricted Mon-Sat During Operating Hours	N/A	\$200 **
Restricted Mon-Fri Evening/ & Sat Enter after 6PM/Exit by 9AM Closed Sunday	\$110	* **
Carpool/Carshare	\$100	\$110
OTHER		
Access Card Deposit	\$50	N/A
New Account Activation Fee	N/A	\$10
Access Card Replacement	\$25	*
Late Monthly Payment	\$25	*
Re-opening Garage	\$50	*
No-key Valet Parking	\$25	*
Special Event Rate SFMTAB Approved May 2008	\$5 - \$40	*

* = No Change from Current Rate

** = Rates and/or Hours subject to change based on market conditions

Portsmouth Square Garage
Rates Effective March 5, 2010

CATEGORY	CURRENT RATE	PROPOSED RATE
TRANSIENT		
Incremental	\$3 per Hour	*
24-Hour Maximum/Lost Ticket	\$27	*
Pre-Paid High Volume Discount off the All Day Rate	N/A	25-50 Cars per day: 10% 51-100 Cars per day: 20% 101+ Cars per day: 30% Other restrictions may apply, e.g., No In/Out or validation
Pre-Paid Bulk Rate (minimum \$375)	\$15	N/A
Validation \$6 Off (1 stamp limit)	\$3	*
Evening Sun-Thur Enter after 5PM/Exit by 4AM	\$6 Flat Rate	\$3 per Hour \$6 Maximum **
MONTHLY		
Reserved	\$500	*
Regular	\$370	*
Restricted Mon-Fri	\$285	* **
Carpool/Carshare	\$185	*
Restricted Sun-Sat Evening Enter after 6PM/Exit by 9AM	\$75	* **
OTHER		
Access Card Deposit	\$50	N/A
New Account Activation Fee	N/A	\$10
Access Card Replacement	\$25	*
Late Monthly Payment	\$25	*
Re-opening Garage	\$50	*
No-key Valet Parking	\$25	*
Special Event Rate SFMTAB Approved May 2008	\$5 - \$40	*

* = No Change from Current Rate

** = Rates and/or Hours subject to change based on market conditions

SF General Hospital Garage
Rates Effective March 5, 2010

CATEGORY	CURRENT RATE	PROPOSED RATE
TRANSIENT		
Incremental	\$1.50 per Hour	*
24-Hour Maximum/Lost Ticket	\$12	*
Motorcycle	\$3 Flat Rate	*
Validation: 1 Hour Off	\$1.50	*
MONTHLY		
Regular 24/7 Access	\$100	*
Restricted Evening	\$50	*
Carshare/Carpool	\$60	*
Motorcycle	\$50	*
OTHER		
Access Card Deposit	\$50	N/A
New Account Activation Fee	N/A	\$10
Access Card Replacement	\$25	*
Late Monthly Payment	\$25	*
Re-opening Garage	\$50	*
No-key Valet Parking	\$25	*
Special Event Rate SFMTAB Approved May 2008	\$5 - \$40	*
Other Lots/Perimeter		
Regular Campus Permit	\$120	*
Restricted Campus Permit Evening	\$50	*

SF General Hospital BC Lot
Rates Effective March 5, 2010

CATEGORY	CURRENT RATE	PROPOSED RATE
TRANSIENT		
Incremental	\$1.50 per Hour	\$2 per Hour
24-Hour Maximum/Lost Ticket	\$12	\$16
Motorcycle	\$3 Flat Rate	N/A
Validation 1 Hour Off	\$1.50	\$2
OTHER		
Re-opening Lot	\$50	*
No-key Valet Parking	\$25	*

* = No Change from Current Rate

** = Rates and/or Hours subject to change based on market conditions

St. Mary's Square Garage
Rates Effective March 5, 2010

CATEGORY	CURRENT RATE	PROPOSED RATE
TRANSIENT		
Incremental	\$3.50 per 30 Minutes	*
24-Hour Maximum/Lost Ticket	\$32	*
Pre-Paid High Volume Discount off the All Day Rate	N/A	25-50 Cars per day: 10% 51-100 Cars per day: 20% 101+ Cars per day: 30% Other restrictions may apply, e.g., No In/Out or validation
Early Bird	\$22	* Range for all facilities: \$8 - \$25 **
Validation Evening/Weekend 3 Hours Off	\$3	*
Evening Mon-Fri Enter after 5PM/Exit by 8AM	\$7 Flat Rate	* **
Weekend Enter after 4AM Sat/Exit by 4AM Mon	\$2 per Hour \$7 Maximum Per Day	* **
MONTHLY		
Reserved	\$500	*
Regular	\$390	*
Carpool/Carshare	\$210	\$190
Motorcycle	\$78	*
OTHER		
Access Card Deposit	\$50	N/A
New Account Activation Fee	N/A	\$10
Access Card Replacement	\$25	*
Late Monthly Payment	\$25	*
Re-opening Garage	\$50	*
No-key Valet Parking	\$25	*
Special Event Rate SFMTAB Approved May 2008	\$5 - \$40	*

* = No Change from Current Rate

** = Rates and/or Hours subject to change based on market conditions

Sutter Stockton Garage
Rates Effective March 5, 2010

CATEGORY	CURRENT RATE	PROPOSED RATE
TRANSIENT		
Incremental 8AM to 5PM	\$3 per Hour	*
Maximum Up to 5PM	\$26	*
24-Hour Maximum/Lost Ticket	\$34	*
Pre-Paid High Volume Discount off the All Day Rate	N/A	25-50 Cars per day: 10% 51-100 Cars per day: 20% 101+ Cars per day: 30% Other restrictions may apply, e.g., No In/Out or validation
Hotel High Volume Minimum 350 cars per month	\$12.50	\$14
Early Bird	N/A	Range for all facilities: \$8 - \$25 **
Evening Mon - Sat 5PM – 8AM	\$2 Per Hour \$8 Maximum	* **
Sunday 8AM – 5PM	\$2 Per Hour \$8 Maximum	\$2 per Hour \$10 Maximum **
MONTHLY		
Reserved	\$500	*
Regular	\$375	*
Carpool/Carshare	\$185	*
Motorcycle	\$75	*
OTHER		
Access Card Deposit	\$50	N/A
New Account Activation Fee	N/A	\$10
Access Card Replacement	\$25	*
Late Monthly Payment	\$25	*
Re-opening Garage	\$50	*
No-key Valet Parking	\$25	*
Special Event Rate SFMTAB Approved May 2008	\$5 - \$40	*

* = No Change from Current Rate

** = Rates and/or Hours subject to change based on market conditions

Union Square Garage
Rates Effective March 5, 2010

CATEGORY	CURRENT RATE	PROPOSED RATE
TRANSIENT		
Incremental 0-4 Hours 4+ Hours	\$3.50 per Hour \$4.00 per Hour	*
24-Hour Maximum/Lost Ticket	\$32	*
Pre-Paid High Volume Discount off the All Day Rate	N/A	25-50 Cars per day: 10% 51-100 Cars per day: 20% 101+ Cars per day: 30% Other restrictions may apply, e.g., No In/Out or validation
Hotel High Volume Minimum 500 cars per month	\$15	\$16
Overnight	\$32	*
Motorcycle	\$6 Flat Rate	*
Pre-Paid Bulk (minimum \$500)	\$20	N/A
MONTHLY		
Reserved	\$500	*
Regular 24/7 Access	\$375	*
Carpool/Carshare	\$185	*
Motorcycle	\$75	*
OTHER		
Access Card Deposit	\$50	N/A
New Account Activation Fee	N/A	\$10
Access Card Replacement	\$25	*
Late Monthly Payment	\$25	*
Re-opening Garage	\$50	*
No-key Valet Parking	\$25	*
Special Event Rate SFMTAB Approved May 2008	\$5 - \$40	*

* = No Change from Current Rate

** = Rates and/or Hours subject to change based on market conditions

Vallejo Street Garage
Rates Effective March 5, 2010

CATEGORY	CURRENT RATE	PROPOSED RATE
TRANSIENT		
Incremental	\$3 per Hour	*
24 Hour Maximum/Lost Ticket	\$27	*
Pre-Paid High Volume Discount off the All Day Rate	N/A	25-50 Cars per day: 10% 51-100 Cars per day: 20% 101+ Cars per day: 30% Other restrictions may apply, e.g., No In/Out or validation
Early Bird	\$11	* Range for all facilities: \$8 - \$25**
Validation 1 ½ Hour (1 stamp limit)	\$4.50	*
MONTHLY		
Reserved	N/A	\$500
Regular 24/7 Access	N/A	\$340
Carpool/Carshare	N/A	\$170
Restricted Mon-Fri Evening & Weekend Enter after 6PM/Exit by 9AM	N/A	\$75 **
OTHER		
Access Card Deposit	\$50	N/A
New Account Activation Fee	N/A	\$10
Access Card Replacement	\$25	*
Late Monthly Payment	\$25	*
Re-opening Garage	\$50	*
No-key Valet Parking	\$25	*
Special Event Rate SFMTAB Approved May 2008	\$5 - \$40	*

* = No Change from Current Rate

** = Rates and/or Hours subject to change based on market conditions

ATTACHMENT C

RECOMMENDED TRANSIT SERVICE MODIFICATIONS

The SFMTA is proposing transit service modifications to most Muni bus routes and rail lines to save approximately 10 percent of scheduled service hours (313,000 annually). The modifications would involve the elimination of approximately 230 positions, including Muni operators as well as other front-line and administrative employees. The SFMTA estimates that these modifications would save \$4.8 million by June 30 (\$28.5 million annually). All of the proposals were developed based on ridership data as well as qualitative considerations such as waiting times.

Weekday Changes

Frequency changes are being proposed on routes throughout the day. Service hours would also change on some routes. Many routes would end 30 to 90 minutes earlier at night and most community routes would end 1 to 2 hours earlier at night and start 60 to 90 minutes later in the morning.

Weekend Changes

Like the weekday proposals, Saturday and Sunday service would also include frequency changes throughout the day and service would end earlier at night on many routes. Some routes would also start 15 to 60 minutes later and most community routes would start 1 to 3 hours later in the morning.

Changes to Proposed Transit Service Modifications since Town Hall Meetings

The SFMTA hosted Town Hall meetings on February 6, 2010 and February 9, 2010 that included details on proposed transit service modifications. These proposals were also posted at www.sfmta.com. Some changes have been made to the proposals since the Town Hall meetings in response to additional data analysis, as well as community feedback. The total estimated scheduled annual service hours savings remains at approximately 313,000 hours. Changes to the proposals since the Town Hall meetings for weekday and weekend service are shown in Tables C.1 and C.2, respectively. Details of the proposed transit service modifications for weekdays, Saturdays and Sundays are shown in the subsequent tables C.3 through C.5.

TABLE C.1: Weekday Changes since Town Hall Meetings

Route	Existing	Town Hall Proposal	February 26 Staff Recommendation
1 California (east of Presidio)	AM/PM 3 min	AM/PM 3.5 min	Keep existing AM/PM (+)
1 California (west of Presidio)	AM/PM 6/5 min	AM/PM 7 min	Keep existing AM (+) Change PM to 6 min (+)
2 Clement	AM 10 min	AM 12 min	Keep existing AM (+)
3 Jackson	AM 10 min	AM 12 min	Keep existing AM (+)
5 Fulton	Midday 8 min Evening 15 min	Midday 9 min Evening 15 min	Change midday to 10 min (–) Change evening to 20 min (–)
9 San Bruno	AM/PM and midday 10 min	AM/PM and midday 11 min	Change AM/PM and midday to 12 min (–)
22 Fillmore	Evening 15 min	Evening 15 min	Change evening to 20 min (–)
28 19 th Avenue	AM 9 min Midday 12 min	AM 12 min Midday 15 min	Change AM to 10 min (+) Keep existing midday (+)
29 Sunset	AM 10 min	AM 12 min	Keep existing AM (+)
31 Balboa	AM 12 min Evening 20 min	AM 15 min Evening 20 min	Keep existing AM (+) Change evening to 30 min (–)
48 Quintara/24 th St	Midday 12 min	Midday 20 min	Change midday to 15 min (+)
108 Treasure Island	AM 10 min PM 15 min Owl 45 min	AM 20 min PM 20 min Owl 60 min	Keep existing AM/PM (+) pending Lifeline Grant Keep existing Owl because reducing to 60 min does not save resources (+)
M Ocean View (SFSU to Downtown)	AM/PM 9 min	AM/PM 8 min	Change AM/PM to 7 min (+) Minimizes service changes from West Portal to Downtown
M Ocean View (south of SFSU)	AM/PM 9 min	AM/PM 16 min	Change AM/PM to 14 min (+) Minimizes service changes from West Portal to Downtown

Notes:

Weekday time periods are generally: AM - 7 to 9 a.m., Midday - 10 to 2 p.m., PM - 4 to 6 p.m., Evening - 8 to 10 p.m., Late Night - 11 p.m. to 1 a.m., Owl - 1 to 5 a.m.

In addition to the changes listed above, there may also be frequency adjustments to very early morning trips and trips between time periods.

TABLE C.2: Saturday and Sunday Changes since Town Hall Meetings

Route	Existing	Town Hall Proposal	February 26 Staff Recommendation
3 Jackson	Evening 20 min	Evening 20 min	Change evening to 30 min (–)
8X Bayshore Express (Saturday only)	Midday 8 min	Midday 9 min	Change midday to 10 min (–)
23 Monterey	All day 20 min	All day 20 min	Change all day to 30 min (–)
29 Sunset	Night/late night 20 min	Night/late night 20 min	Change night/late night to 30 min (–)
31 Balboa	Midday 15 min Night 20 min	Midday 15 min Night 20 min	Change midday to 20 min (–) Change night to 30 min (–)
33 Stanyan	AM 20 min	AM 20 min	Change AM to 30 min (–)
38 Geary	Late night 13 min	Late night 15 min	Change late night to 20 min (–)
39 Coit	All day 20 min	All day 30 min	Change all day to 20 min (+)
43 Masonic (Saturday only)	AM 15 min	AM 15 min	Change AM to 20 min (–)
44 O'Shaughnessy	AM 15 min	AM 15 min	Change AM to 20 min (–)

Notes:

Weekend time periods are generally: AM - 7 to 9 a.m., Midday - 10 a.m. to 5 p.m., Evening - 5:30 to 7:30 p.m., Night – 8 to 10 p.m., Late Night - 10 p.m. to 1 a.m., Owl 1 to 5 a.m.

In addition to the changes listed above, there may also be frequency adjustments to very early morning trips and trips between time periods.

TABLE C.3: Weekday Proposal – Muni Service Modifications

Route	Existing Start Time	Proposed Start Time	Existing AM Frequency (minutes)	Proposed AM Frequency (minutes)	Existing Midday Frequency (minutes)	Proposed Midday Frequency (minutes)	Existing PM Frequency (minutes)	Proposed PM Frequency (minutes)	Existing Evening Frequency (minutes)	Proposed Evening Frequency (minutes)	Existing Late Night Frequency (minutes)	Proposed Late Night Frequency (minutes)	Existing Owl Frequency (minutes)	Proposed Owl Frequency (minutes)	Existing Last Trip End Time	Proposed Last Trip End Time
1 California (east of Presidio)	4:40 a.m.	same	3	same	6	7	3	same	13	15	20	same	-	-	1 a.m.	same
1 California (west of Presidio)	4:40 a.m.	same	6	same	6	7	5	6	13	15	20	same	-	-	1 a.m.	same
1AX/BX California Expresses	Peak Only	same	9 / 8	same	-	-	11 / 9	same	-	-	-	-	-	-	Peak Only	same
2 Clement	4:40 a.m.	same	10	same	20	same	10	12	-	-	-	-	-	-	8 p.m.	same
3 Jackson	6:30 a.m.	same	10	same	20	same	10	12	20	30	20	30	-	-	1 a.m.	Midnight
5 Fulton	Owl	same	4	4.5	8	10	4.5	5	15	20	20	same	30	60	Owl	same
6 Parnassus	5:40 a.m.	same	9	10	12	same	9	10	20	same	20	30	-	-	1 a.m.	Midnight
8X/BX Bayshore Expresses	4:45 a.m.	same	7.5	8.5	9	10	7.5	8.5	10	15	10	20	-	-	1 a.m.	same
8AX Bayshore 'A' Express	Peak Only	same	7.5	10	-	-	7.5	10	-	-	-	-	-	-	Peak Only	same
9 San Bruno	5:20 a.m.	same	10	12	10	12	10	12	15	20	20	30	-	-	1 a.m.	same
9L San Bruno Limited	6 a.m.	same	10	12	10	12	10	12	-	-	-	-	-	-	6:30 p.m.	same
10 Townsend	5 a.m.	same	20	same	20	same	20	same	20	30	-	-	-	-	8:45 p.m.	same
12 Folsom-Pacific	5:30 a.m.	same	20	same	20	same	20	same	30	same	30	same	-	-	1:10 a.m.	Midnight
14 Mission	Owl	same	6	7.5	8	9	6	7.5	10	15	15	20	30	60	Owl	same

Notes:

Weekday time periods are generally: AM - 7 to 9 a.m., Midday - 10 to 2 p.m., PM - 4 to 6 p.m., Evening - 8 to 10 p.m., Late Night - 11 p.m. to 1 a.m., Owl - 1 to 5 a.m.

Dash (-) indicates no service in time period.

End times reflect when the last bus gets to the end of the route. Service along the route would end 20 to 60 minutes earlier depending on the length of the route.

TABLE C.3: Weekday Proposal – Muni Service Modifications (continued)

Route	Existing Start Time	Proposed Start Time	Existing AM Frequency (minutes)	Proposed AM Frequency (minutes)	Existing Midday Frequency (minutes)	Proposed Midday Frequency (minutes)	Existing PM Frequency (minutes)	Proposed PM Frequency (minutes)	Existing Evening Frequency (minutes)	Proposed Evening Frequency (minutes)	Existing Late Night Frequency (minutes)	Proposed Late Night Frequency (minutes)	Existing Owl Frequency (minutes)	Proposed Owl Frequency (minutes)	Existing Last Trip End Time	Proposed Last Trip End Time
14L Mission Limited	6 a.m.	same	10	12	10	12	10	12	-	-	-	-	-	-	7 p.m.	same
14X Mission Express	Peak Only	same	7	8	-	-	7	8	-	-	-	-	-	-	Peak Only	same
16X Noriega Express	Peak Only	same	7	8	-	-	7	8	-	-	-	-	-	-	Peak Only	same
17 Parkmerced	6:10 a.m.	same	20	30	30	same	20	30	30	same	-	-	-	-	11:40 p.m.	10 p.m.
18 46 th Avenue	5 a.m.	same	15	20	20	30	15	20	20	30	20	30	-	-	12:30 a.m.	Midnight
19 Polk	5:20 a.m.	same	12	15	15	same	12	15	20	same	20	30	-	-	1:30 a.m.	same
21 Hayes	5 a.m.	same	8	9	12	same	8	10	15	20	20	30	-	-	12:40 a.m.	Midnight
22 Fillmore	Owl	same	8	9	8	10	7	8	15	20	15	20	30	60	Owl	same
23 Monterey	5:45 a.m.	same	15	20	20	same	15	20	30	same	30	same	-	-	1:10 a.m.	Midnight
24 Divisadero	Owl	same	9	12	10	12	10	12	20	same	20	30	30	60	Owl	same
27 Bryant	5:45 a.m.	same	12	15	12	15	12	15	20	same	20	30	-	-	1 a.m.	Midnight
28 19 th Avenue	5 a.m.	same	9	10	12	same	12	same	20	same	20	30	-	-	1 a.m.	Midnight
28L 19th Avenue Limited	School Peak	same	10	same	10	same	-	-	-	-	-	-	-	-	School Peak	same
29 Sunset	5:20 a.m.	same	10	same	15	same	12	13	20	same	20	30	-	-	1:30 a.m.	12:30 a.m.

Notes:

Weekday time periods are generally: AM - 7 to 9 a.m., Midday - 10 to 2 p.m., PM - 4 to 6 p.m., Evening - 8 to 10 p.m., Late Night - 11 p.m. to 1 a.m., Owl - 1 to 5 a.m.

Dash (-) indicates no service in time period.

End times reflect when the last bus gets to the end of the route. Service along the route would end 20 to 60 minutes earlier depending on the length of the route.

TABLE C.3: Weekday Proposal – Muni Service Modifications (continued)

Route	Existing Start Time	Proposed Start Time	Existing AM Frequency (minutes)	Proposed AM Frequency (minutes)	Existing Midday Frequency (minutes)	Proposed Midday Frequency (minutes)	Existing PM Frequency (minutes)	Proposed PM Frequency (minutes)	Existing Evening Frequency (minutes)	Proposed Evening Frequency (minutes)	Existing Late Night Frequency (minutes)	Proposed Late Night Frequency (minutes)	Existing Owl Frequency (minutes)	Proposed Owl Frequency (minutes)	Existing Last Trip End Time	Proposed Last Trip End Time
30 Stockton (west of Van Ness) ¹	5 a.m.	same	8	same	9	12	9	12	20	same	20	same	-	-	1 a.m.	same
30X Marina Express	Peak Only	same	6	same	-	-	8	same	-	-	-	-	-	-	Peak Only	same
31 Balboa	4:40 a.m.	same	12	same	15	same	12	15	20	30	20	30	-	-	12:40 a.m.	Midnight
31 AX/BX Balboa Expresses	Peak Only	same	9 / 9	same	-	-	8 / 11	same	-	-	-	-	-	-	Peak Only	same
33 Stanyan	5:20 a.m.	same	15	20	15	20	15	20	20	30	20	30	-	-	1:20 a.m.	same
35 Eureka	5:30 a.m.	7 a.m.	20	30	30	same	20	30	30	same	-	-	-	-	11:20 p.m.	10 p.m.
36 Teresita	6 a.m.	same	30	same	30	same	30	same	30	same	30	-	-	-	11:40 p.m.	10 p.m.
37 Corbett	6:15 a.m.	same	15	20	15	20	15	20	30	same	30	-	-	-	11:30 p.m.	10 p.m.
38 Geary	Owl	same	5.5	6	7	8	5.5	6	10	12	15	same	30	60	Owl	same
38 AX/BX Geary Expresses	Peak Only	same	9 / 9	same	-	-	12 / 11	same	-	-	-	-	-	-	Peak Only	same
39 Coit	7:20 a.m.	8:50 a.m.	30	-	20	same	20	same	30	-	-	-	-	-	8:10 p.m.	7:10 p.m.
41 Union	Peak Only	same	10	same	-	-	9	same	-	-	-	-	-	-	Peak Only	same
43 Masonic	5 a.m.	same	9	10	12	15	10	12	20	same	30	same	-	-	1:30 a.m.	12:30 a.m.
44 O'Shaughnessy	5 a.m.	Same	9	10	12	15	10	11	20	Same	20	30	-	-	1:10 a.m.	12:30 a.m.

Notes:

Weekday time periods are generally: AM - 7 to 9 a.m., Midday - 10 to 2 p.m., PM - 4 to 6 p.m., Evening - 8 to 10 p.m., Late Night - 11 p.m. to 1 a.m., Owl - 1 to 5 a.m.

Dash (-) indicates no service in time period.

End times reflect when the last bus gets to the end of the route. Service along the route would end 20 to 60 minutes earlier depending on the length of the route.

¹ No customer capacity reductions along Stockton corridor.

TABLE C.3: Weekday Proposal – Muni Service Modifications (continued)

Route	Existing Start Time	Proposed Start Time	Existing AM Frequency (minutes)	Proposed AM Frequency (minutes)	Existing Midday Frequency (minutes)	Proposed Midday Frequency (minutes)	Existing PM Frequency (minutes)	Proposed PM Frequency (minutes)	Existing Evening Frequency (minutes)	Proposed Evening Frequency (minutes)	Existing Late Night Frequency (minutes)	Proposed Late Night Frequency (minutes)	Existing Owl Frequency (minutes)	Proposed Owl Frequency (minutes)	Existing Last Trip End Time	Proposed Last Trip End Time
45 Union-Stockton ¹	5:40 a.m.	same	8	same	9	12	9	12	11	20	20	same	-	-	12:50 a.m.	same
47 Van Ness	6 a.m.	same	8	10	8	9	8	10	15	same	20	same	-	-	1 a.m.	same
48 Quintara-24th Street ²	6 a.m.	same	10	same	12	15	12	same	20	same	20	30	-	-	12:50 a.m.	Midnight
49 Van Ness-Mission	5:20 a.m.	same	8	same	8	9	8	same	15	same	20	same	-	-	2 a.m.	1 a.m.
52 Excelsior	6 a.m.	same	15	20	30	same	15	30	30	same	30	-	-	-	11:40 p.m.	10 p.m.
54 Felton	5:40 a.m.	same	20	same	20	same	20	same	30	same	30	same	-	-	1 a.m.	Midnight
56 Rutland	6 a.m.	7 a.m.	30	same	30	same	30	same	30	same	-	-	-	-	9:15 p.m.	same
66 Quintara	5:10 a.m.	6 a.m.	20	same	20	same	20	same	30	same	30	-	-	-	11:20 p.m.	10 p.m.
67 Bernal Heights	6:15 a.m.	same	20	same	20	same	20	same	20	same	20	-	-	-	11:30 p.m.	10 p.m.
71/71L Haight-Noriega	5:40 a.m.	same	9	10	12	same	9	10	20	same	20	30	-	-	1:15 a.m.	same
80X Gateway Express	Peak Only	same	Meets Caltrain	same	-	-	-	-	-	-	-	-	-	-	Peak Only	same
81X Caltrain Express	Peak Only	same	Meets Caltrain	same	-	-	-	-	-	-	-	-	-	-	Peak Only	same
82X Levi Plaza Express	Peak Only	same	15	same	-	-	15	same	-	-	-	-	-	-	Peak Only	same

Notes:

Weekday time periods are generally: AM - 7 to 9 a.m., Midday - 10 to 2 p.m., PM - 4 to 6 p.m., Evening - 8 to 10 p.m., Late Night - 11 p.m. to 1 a.m., Owl - 1 to 5 a.m.

Dash (-) indicates no service in time period.

End times reflect when the last bus gets to the end of the route. Service along the route would end 20 to 60 minutes earlier depending on the length of the route.

¹ No customer capacity reductions along Stockton corridor.

² 48 Quintara/24th Street service hours between Ocean Beach and West Portal reduced in the afternoon to 3:20 to 6:20 pm.

TABLE C.3: Weekday Proposal – Muni Service Modifications (continued)

Route	Existing Start Time	Proposed Start Time	Existing AM Frequency (minutes)	Proposed AM Frequency (minutes)	Existing Midday Frequency (minutes)	Proposed Midday Frequency (minutes)	Existing PM Frequency (minutes)	Proposed PM Frequency (minutes)	Existing Evening Frequency (minutes)	Proposed Evening Frequency (minutes)	Existing Late Night Frequency (minutes)	Proposed Late Night Frequency (minutes)	Existing Owl Frequency (minutes)	Proposed Owl Frequency (minutes)	Existing Last Trip End Time	Proposed Last Trip End Time
88 BART Shuttle	Peak Only	same	10	20	-	-	10	20	-	-	-	-	-	-	Peak Only	same
90 San Bruno Owl	Owl	same	-	-	-	-	-	-	-	-	-	-	30	60	Owl	same
91 Owl	Owl	same	-	-	-	-	-	-	-	-	-	-	30	60	Owl	same
108 Treasure Island ³	Owl	same	10	same	20	same	15	same	20	same	45	same	45	same	Owl	same
F Market-Wharves	6 a.m.	same	6	same	7	same	6	same	15	same	15	20	-	-	1:20	Midnight
J Church	5 a.m.	same	9	10	10	12	8	9	12	15	20	same	-	-	Midnight	same
K Ingleside/T Third	5 a.m.	same	9	12	10	12	11	12	10	15	13	15	-	-	Midnight	same
L Taraval	Owl	same	9	11	9	12	7	9	10	15	17	same	30	60	Owl	same
M Ocean View (SFSU to Downtown) ⁴	6 a.m.	same	9	7	10	12	9	7	11	15	20	same	-	-	Midnight	same
M Ocean View (south of SFSU) ⁴	6 a.m.	same	9	14	10	12	9	14	11	15	20	same	-	-	Midnight	same
N Judah	Owl	same	8	same	8	same	7	same	8	12	12	15	30	60	Owl	same
Powell-Mason	6:30 a.m.	same	10	same	8	same	8	same	8	same	10	same	-	-	12:30 a.m.	same
Powell-Hyde	6 a.m.	same	10	same	8	same	8	same	8	same	10	same	-	-	12:30 a.m.	same
California Street	6:30 a.m.	same	6	same	8	same	8	same	10	same	12	same	-	-	12:30 a.m.	same

Notes:

Weekday time periods are generally: AM - 7 to 9 a.m., Midday - 10 to 2 p.m., PM - 4 to 6 p.m., Evening - 8 to 10 p.m., Late Night - 11 p.m. to 1 a.m., Owl - 1 to 5 a.m.

Dash (-) indicates no service in time period.

End times reflect when the last bus gets to the end of the route. Service along the route would end 20 to 60 minutes earlier depending on the length of the route.

³ Keeping existing peak period service for the 108 Treasure Island is contingent on receiving Lifeline Grant funding. Otherwise a.m. and p.m. frequency will be reduced to 20 minutes.

⁴ Every other outbound M Ocean View train would end at San Francisco State University.

TABLE C.4: Saturday Proposal – Muni Service Modifications

Route	Existing Start Time	Proposed Start Time	Existing AM Frequency (minutes)	Proposed AM Frequency (minutes)	Existing Midday Frequency (minutes)	Proposed Midday Frequency (minutes)	Existing Evening Frequency (minutes)	Proposed Evening Frequency (minutes)	Existing Night Frequency (minutes)	Proposed Night Frequency (minutes)	Existing Late Night Frequency (minutes)	Proposed Late Night Frequency (minutes)	Existing Owl Frequency (minutes)	Proposed Owl Frequency (minutes)	Existing Last Trip End Time	Proposed Last Trip End Time
1 California	4:45 a.m.	same	15	same	6	8	10	12	20	same	20	same	-	-	1:30 a.m.	same
2 Clement	4:50 a.m.	5:30 a.m.	20	same	20	same	-	-	-	-	-	-	-	-	7:30 p.m.	same
3 Jackson	6 a.m.	same	20	same	20	same	20	30	20	30	20	30	-	-	12:20 a.m.	12:10 a.m.
5 Fulton	Owl	same	12	15	7.5	9	15	same	20	same	30	same	30	60	Owl	same
6 Parnassus	5:40 a.m.	6 a.m.	12	15	12	same	16	same	20	same	20	30	-	-	12:50 a.m.	same
8X Bayshore Express	4:45 a.m.	same	8	10	8	10	12	15	10	15	15	20	-	-	1 a.m.	same
9 San Bruno	5 a.m.	same	15	same	12	15	15	same	20	same	20	30	-	-	12:30 a.m.	same
10 Townsend	5:40 a.m.	6:40 a.m.	20	same	20	same	20	30	-	-	-	-	-	-	8:40 p.m.	same
12 Folsom-Pacific	5:30 a.m.	same	20	same	20	same	20	same	30	same	30	same	-	-	1:10 a.m.	Midnight
14 Mission	Owl	same	7.5	12	7.5	10	10	12	10	15	10	20	30	60	Owl	same
14L Mission Limited	8:45 a.m.	same	-	-	12	12	-	-	-	-	-	-	-	-	6 p.m.	same
17 Parkmerced	6:10 a.m.	7 a.m.	30	same	30	same	30	same	30	same	30	-	-	-	11:20 p.m.	10 p.m.
18 46th Avenue	5:40 a.m.	same	20	30	20	30	20	30	20	30	20	30	-	-	12:30 a.m.	Midnight
19 Polk	5:20 a.m.	same	15	20	15	same	15	20	20	same	20	30	-	-	1:30 a.m.	same

Notes:

Weekend time periods are generally: AM - 7 to 9 a.m., Midday - 10 a.m. to 5 p.m., Evening - 5:30 to 7:30 p.m., Night – 8 to 10 p.m., Late Night - 10 p.m. to 1 a.m., Owl - 1 to 5 a.m.

Dash (-) indicates no service in time period.

End times reflect when the last bus gets to the end of the route. Service along the route would end 20 to 60 minutes earlier depending on the length of the route.

TABLE C.4: Saturday Proposal – Muni Service Modifications (continued)

Route	Existing Start Time	Proposed Start Time	Existing AM Frequency (minutes)	Proposed AM Frequency (minutes)	Existing Midday Frequency (minutes)	Proposed Midday Frequency (minutes)	Existing Evening Frequency (minutes)	Proposed Evening Frequency (minutes)	Existing Night Frequency (minutes)	Proposed Night Frequency (minutes)	Existing Late Night Frequency (minutes)	Proposed Late Night Frequency (minutes)	Existing Owl Frequency (minutes)	Proposed Owl Frequency (minutes)	Existing Last Trip End Time	Proposed Last Trip End Time
21 Hayes	5:10 a.m.	5:50 a.m.	15	20	12	15	20	same	20	same	20	30	-	-	12:45 a.m.	Midnight
22 Fillmore	Owl	same	15	same	9	10	15	same	15	same	15	20	30	60	Owl	same
23 Monterey	5:30 a.m.	6 a.m.	20	30	20	30	20	30	30	same	30	same	-	-	12:50 a.m.	Midnight
24 Divisadero	Owl	same	20	same	15	same	20	same	20	same	20	30	30	60	Owl	same
27 Bryant	5:30 a.m.	same	20	same	15	20	15	20	20	same	20	30	-	-	1 a.m.	Midnight
28 19th Avenue	5:20 a.m.	same	17	20	12	same	15	same	20	same	20	30	-	-	12:20 a.m.	Midnight
29 Sunset	5:20 a.m.	same	15	20	15	same	15	20	20	30	20	30	-	-	1:30 a.m.	12:30 a.m.
30 Stockton (west of Van Ness)	5:20 a.m.	same	7.5	9	6	10	8	same	20	same	20	same	-	-	1:10 a.m.	same
31 Balboa	4:40 a.m.	5:20 a.m.	15	20	15	20	15	20	20	30	20	30	-	-	1:50 a.m.	Midnight
33 Sanyan	5:20 a.m.	same	20	30	20	same	20	same	20	same	20	30	-	-	1:20 a.m.	same
35 Eureka	5:40 a.m.	8 a.m.	30	same	30	same	30	same	30	same	30	-	-	-	11:20 p.m.	10 p.m.
36 Teresita	6 a.m.	8 a.m.	30	same	30	same	30	same	30	same	30	-	-	-	11 p.m.	10 p.m.
37 Corbett	6 a.m.	8 a.m.	30	same	30	same	30	same	30	same	30	-	-	-	11:30 p.m.	10 p.m.
38 Geary	Owl	same	5	7	7	8	6	8	10	same	13	20	30	60	Owl	same
38 Geary Limited	8:40 a.m.	same	-	-	7	8	-	-	-	-	-	-	-	-	5:40 p.m.	same

Notes:

Weekend time periods are generally: AM - 7 to 9 a.m., Midday - 10 a.m. to 5 p.m., Evening - 5:30 to 7:30 p.m., Night – 8 to 10 p.m., Late Night - 10 p.m. to 1 a.m., Owl - 1 to 5 a.m.

Dash (-) indicates no service in time period.

End times reflect when the last bus gets to the end of the route. Service along the route would end 20 to 60 minutes earlier depending on the length of the route.

TABLE C.4: Saturday Proposal – Muni Service Modifications (continued)

Route	Existing Start Time	Proposed Start Time	Existing AM Frequency (minutes)	Proposed AM Frequency (minutes)	Existing Midday Frequency (minutes)	Proposed Midday Frequency (minutes)	Existing Evening Frequency (minutes)	Proposed Evening Frequency (minutes)	Existing Night Frequency (minutes)	Proposed Night Frequency (minutes)	Existing Late Night Frequency (minutes)	Proposed Late Night Frequency (minutes)	Existing Owl Frequency (minutes)	Proposed Owl Frequency (minutes)	Existing Last Trip End Time	Proposed Last Trip End Time
39 Coit	7 a.m.	10 a.m.	30	-	20	same	20	same	-	-	-	-	-	-	8:10 p.m.	7:10 p.m.
43 Masonic	5:40 a.m.	same	15	20	15	same	20	same	20	same	20	30	-	-	1:30 a.m.	12:30 a.m.
44 O'Shaughnessy	5 a.m.	same	15	20	15	same	15	same	20	same	20	30	-	-	1:10 a.m.	12:30 a.m.
45 Union-Stockton	5:30 a.m.	same	20	same	12	10	15	same	20	same	20	same	-	-	1 a.m.	same
47 Van Ness	6 a.m.	same	10	12	9	10	12	same	20	same	20	same	-	-	1:10 a.m.	same
48 Quintara-24th Street	5:45 a.m.	6 a.m.	20	same	15	20	20	same	20	same	20	30	-	-	12:20 a.m.	Midnight
49 Van Ness-Mission	5:40 a.m.	same	9	12	9	10	12	same	20	same	20	same	-	-	1:30 a.m.	1 a.m.
52 Excelsior	6:30 a.m.	8 a.m.	30	same	30	same	30	same	30	same	30	-	-	-	11 p.m.	10 p.m.
54 Felton	5:50a.m.	same	20	same	20	same	20	same	30	same	30	same	-	-	12:20 a.m.	Midnight
56 Rutland	6 a.m.	8 a.m.	30	same	30	same	30	same	30	same	-	-	-	-	9 p.m.	8 p.m.
66 Quintara	6:10 a.m.	8 a.m.	30	same	30	same	30	same	30	same	30	-	-	-	11:10 p.m.	10 p.m.
67 Bernal Heights	6 a.m.	8 a.m.	20	same	20	same	20	same	20	same	20	-	-	-	11:30 p.m.	10 p.m.
71 Haight-Noriega	5:40 a.m.	same	12	15	12	same	16	same	20	same	20	30	-	-	12:50 a.m.	same
90 San Bruno Owl	Owl	same	-	-	-	-	-	-	-	-	-	-	30	60	Owl	same

Notes:

Weekend time periods are generally: AM - 7 to 9 a.m., Midday - 10 a.m. to 5 p.m., Evening - 5:30 to 7:30 p.m., Night - 8 to 10 p.m., Late Night - 10 p.m. to 1 a.m., Owl - 1 to 5 a.m.

Dash (-) indicates no service in time period.

End times reflect when the last bus gets to the end of the route. Service along the route would end 20 to 60 minutes earlier depending on the length of the route.

TABLE C.4: Saturday Proposal – Muni Service Modifications (continued)

Route	Existing Start Time	Proposed Start Time	Existing AM Frequency (minutes)	Proposed AM Frequency (minutes)	Existing Midday Frequency (minutes)	Proposed Midday Frequency (minutes)	Existing Evening Frequency (minutes)	Proposed Evening Frequency (minutes)	Existing Night Frequency (minutes)	Proposed Night Frequency (minutes)	Existing Late Night Frequency (minutes)	Proposed Late Night Frequency (minutes)	Existing Owl Frequency (minutes)	Proposed Owl Frequency (minutes)	Existing Last Trip End Time	Proposed Last Trip End Time
91 Owl	Owl	same	-	-	-	-	-	-	-	-	-	-	30	60	Owl	same
108 Treasure Island	Owl	same	45	same	20	same	20	same	45	same	45	same	45	60	Owl	same
F Market-Wharves	5:20 a.m.	same	10	12	7	same	10	same	15	same	15	20	-	-	1:10 a.m.	12:10 a.m.
J Church	5:30 a.m.	same	15	20	15	same	20	same	20	same	20	same	-	-	1:20 a.m.	same
K Ingleside/ T Third	6:30 a.m.	same	15	same	12	same	15	same	20	same	20	same	-	-	12:30 a.m.	same
L Taraval	Owl	same	15	same	10	same	15	same	20	same	20	same	30	60	Owl	same
M Ocean View	6 a.m.	same	15	same	12	same	15	same	20	same	20	same	-	-	Midnight	same
N Judah	Owl	same	15	same	10	same	10	same	20	same	20	same	30	60	Owl	same
Powell-Mason	6 a.m.	same	10	same	8	same	8	same	8	same	10	same	-	-	12:30 a.m.	same
Powell-Hyde	5:50 a.m.	same	10	same	8	same	8	same	8	same	10	same	-	-	12:30 a.m.	same
California Street	6:10 a.m.	same	10	same	10	same	10	same	10	same	12	same	-	-	12:30 a.m.	same

Notes:

Weekend time periods are generally: AM - 7 to 9 a.m., Midday - 10 a.m. to 5 p.m., Evening - 5:30 to 7:30 p.m., Night – 8 to 10 p.m., Late Night - 10 p.m. to 1 a.m., Owl - 1 to 5 a.m.

Dash (-) indicates no service in time period.

End times reflect when the last bus gets to the end of the route. Service along the route would end 20 to 60 minutes earlier depending on the length of the route.

TABLE C.5: Sunday Proposal – Muni Service Modifications

Route	Existing Start Time	Proposed Start Time	Existing AM Frequency (minutes)	Proposed AM Frequency (minutes)	Existing Midday Frequency (minutes)	Proposed Midday Frequency (minutes)	Existing Evening Frequency (minutes)	Proposed Evening Frequency (minutes)	Existing Night Frequency (minutes)	Proposed Night Frequency (minutes)	Existing Late Night Frequency (minutes)	Proposed Late Night Frequency (minutes)	Existing Owl Frequency (minutes)	Proposed Owl Frequency (minutes)	Existing Last Trip End Time	Proposed Last Trip End Time
1 California	4:45 a.m.	same	15	same	6	9	12	same	20	same	20	same	-	-	1:50 a.m.	same
2 Clement	4:50 a.m.	5:30 a.m.	20	same	20	same	-	-	-	-	-	-	-	-	8 p.m.	same
3 Jackson	6:00 a.m.	same	20	same	20	same	20	30	20	30	20	30	-	-	12:50 a.m.	same
5 Fulton	Owl	same	12	15	9	10	15	same	20	same	30	same	30	60	Owl	same
6 Parnassus	5:40 a.m.	6 a.m.	15	same	12	same	15	same	20	same	20	30	-	-	12:50 a.m.	same
8X Bayshore Express	4:45 a.m.	same	8	12	8	10	12	15	15	20	15	20	-	-	1 a.m.	same
9 San Bruno	6:10 a.m.	same	15	same	12	15	15	same	20	same	20	30	-	-	12:30 a.m.	same
10 Townsend	5:40 a.m.	6:40 a.m.	20	same	20	same	20	30	-	-	-	-	-	-	8:40 p.m.	same
12 Folsom-Pacific	5:30 a.m.	same	20	same	20	same	20	same	30	same	30	same	-	-	1:10 a.m.	Midnight
14 Mission	Owl	same	9	12	9	12	10	12	10	15	10	20	30	60	Owl	same
14L Mission Limited	8:45 a.m.	same	-	-	12	same	-	-	-	-	-	-	-	-	6 p.m.	same
17 Parkmerced	6:10 a.m.	7 a.m.	30	same	30	same	30	same	30	same	30	-	-	-	11:30 p.m.	10 p.m.

Notes:

Weekend time periods are generally: AM - 7 to 9 a.m., Midday - 10 a.m. to 5 p.m., Evening - 5:30 to 7:30 p.m., Night – 8 to 10 p.m., Late Night - 10 p.m. to 1 a.m., Owl - 1 to 5 a.m.

Dash (-) indicates no service in time period.

End times reflect when the last bus gets to the end of the route. Service along the route would end 20 to 60 minutes earlier depending on the length of the route.

TABLE C.5: Sunday Proposal – Muni Service Modifications (continued)

Route	Existing Start Time	Proposed Start Time	Existing AM Frequency (minutes)	Proposed AM Frequency (minutes)	Existing Midday Frequency (minutes)	Proposed Midday Frequency (minutes)	Existing Evening Frequency (minutes)	Proposed Evening Frequency (minutes)	Existing Night Frequency (minutes)	Proposed Night Frequency (minutes)	Existing Late Night Frequency (minutes)	Proposed Late Night Frequency (minutes)	Existing Owl Frequency (minutes)	Proposed Owl Frequency (minutes)	Existing Last Trip End Time	Proposed Last Trip End Time
18 46th Avenue	5:40 a.m.	same	20	30	20	30	20	30	20	30	20	30	-	-	12:30 a.m.	Midnight
19 Polk	5:20 a.m.	same	15	20	15	same	20	same	20	same	20	30	-	-	1:30 a.m.	same
21 Hayes	5:10 a.m.	5:50 a.m.	15	20	12	15	20	same	20	same	20	30	-	-	12:20 a.m.	Midnight
22 Fillmore	Owl	same	15	same	9	10	12	same	15	same	30	same	30	60	Owl	same
23 Monterey	5:30 a.m.	same	20	30	20	30	30	same	30	same	30	same	-	-	12:50 a.m.	Midnight
24 Divisadero	Owl	same	20	same	15	same	15	20	20	same	20	30	30	60	1 a.m. ²	same
27 Bryant	5:45 a.m.	same	20	same	15	20	15	20	20	same	20	30	-	-	1 a.m.	Midnight
28 19th Avenue	5:20 a.m.	same	12	20	12	15	15	same	20	same	20	30	-	-	1 a.m.	Midnight
29 Sunset	5:20 a.m.	same	15	20	15	same	15	20	20	30	20	30	-	-	1:30 a.m.	12:30 a.m.
30 Stockton (west of Van Ness)	5:20 a.m.	same	20	same	12	same	13	same	15	same	20	same	-	-	1:30 a.m.	same
31 Balboa	4:40 a.m.	5:20 a.m.	20	same	15	20	15	20	20	30	20	30	-	-	1 a.m.	Midnight
33 Sanyan	5:20 a.m.	same	20	30	20	same	20	same	20	same	20	30	-	-	1:20 a.m.	same

Notes:

Weekend time periods are generally: AM - 7 to 9 a.m., Midday - 10 a.m. to 5 p.m., Evening - 5:30 to 7:30 p.m., Night - 8 to 10 p.m., Late Night - 10 p.m. to 1 a.m., Owl - 1 to 5 a.m.

Dash (-) indicates no service in time period.

End times reflect when the last bus gets to the end of the route. Service along the route would end 20 to 60 minutes earlier depending on the length of the route.

TABLE C.5: Sunday Proposal – Muni Service Modifications (continued)

Route	Existing Start Time	Proposed Start Time	Existing AM Frequency (minutes)	Proposed AM Frequency (minutes)	Existing Midday Frequency (minutes)	Proposed Midday Frequency (minutes)	Existing Evening Frequency (minutes)	Proposed Evening Frequency (minutes)	Existing Night Frequency (minutes)	Proposed Night Frequency (minutes)	Existing Late Night Frequency (minutes)	Proposed Late Night Frequency (minutes)	Existing Owl Frequency (minutes)	Proposed Owl Frequency (minutes)	Existing Last Trip End Time	Proposed Last Trip End Time
35 Eureka	5:40 a.m.	8 a.m.	30	same	30	same	30	same	30	same	30	-	-	-	11:20 p.m.	10 p.m.
36 Teresita	6 a.m.	8 a.m.	30	same	30	same	30	same	30	same	30	-	-	-	11:40 p.m.	10 p.m.
37 Corbett	6 a.m.	8 a.m.	30	same	30	same	30	same	30	same	30	-	-	-	11 p.m.	10 p.m.
38 Geary	Owl	same	7	8	5	5.5	7	same	10	same	14	20	30	60	Owl	same
39 Coit	7 a.m.	10 a.m.	30	-	20	same	20	same	-	-	-	-	-	-	8:10 p.m.	7:10 p.m.
43 Masonic	5:40 a.m.	same	20	same	15	same	20	same	20	same	20	30	-	-	1:15 a.m.	12:30 a.m.
44 O'Shaughnessy	5 a.m.	same	15	20	15	same	15	20	20	same	20	30	-	-	12:30 a.m.	same
45 Union-Stockton ¹	5:40 a.m.	same	20	same	12	same	16	same	15	same	20	same	-	-	1:20 a.m.	same
47 Van Ness	6 a.m.	same	10	12	9	12	12	15	20	same	20	same	-	-	1:10 a.m.	same
48 Quintara-24th Street	5:45 a.m.	6 a.m.	20	same	15	20	20	same	20	same	20	30	-	-	12:20 a.m.	Midnight
49 Van Ness-Mission	5:40 a.m.	same	10	12	9	12	12	15	20	same	20	same	-	-	1:40 a.m.	1 a.m.
52 Excelsior	6:30 a.m.	8 a.m.	30	same	30	same	30	same	30	same	30	-	-	-	11:20 p.m.	10 p.m.

Notes:

Weekend time periods are generally: AM - 7 to 9 a.m., Midday - 10 a.m. to 5 p.m., Evening - 5:30 to 7:30 p.m., Night – 8 to 10 p.m., Late Night - 10 p.m. to 1 a.m., Owl - 1 to 5 a.m.

Dash (-) indicates no service in time period.

End times reflect when the last bus gets to the end of the route. Service along the route would end 20 to 60 minutes earlier depending on the length of the route.

TABLE C.5: Sunday Proposal – Muni Service Modifications (continued)

Route	Existing Start Time	Proposed Start Time	Existing AM Frequency (minutes)	Proposed AM Frequency (minutes)	Existing Midday Frequency (minutes)	Proposed Midday Frequency (minutes)	Existing Evening Frequency (minutes)	Proposed Evening Frequency (minutes)	Existing Night Frequency (minutes)	Proposed Night Frequency (minutes)	Existing Late Night Frequency (minutes)	Proposed Late Night Frequency (minutes)	Existing Owl Frequency (minutes)	Proposed Owl Frequency (minutes)	Existing Last Trip End Time	Proposed Last Trip End Time
54 Felton	6 a.m.	same	20	same	20	same	20	same	30	same	30	same	-	-	12:20 a.m.	Midnight
56 Rutland	6 a.m.	8 a.m.	30	same	30	same	30	same	30	same	-	-	-	-	9 p.m.	8 p.m.
66 Quintara	6:10 a.m.	8 a.m.	30	same	30	same	30	same	30	same	30	-	-	-	11:10 p.m.	10:10 p.m.
67 Bernal Heights	6 a.m.	8 a.m.	20	same	20	same	20	same	20	same	20	-	-	-	11:30 p.m.	10:30 p.m.
71 Haight-Noriega	5:40 a.m.	same	15	same	12	same	15	same	20	same	20	30	-	-	1 a.m.	same
90 San Bruno Owl	Owl	same	-	-	-	-	-	-	-	-	-	-	30	60	Owl	same
91 Owl	Owl	same	-	-	-	-	-	-	-	-	-	-	30	60	Owl	same
108 Treasure Island	Owl	same	45	same	20	same	20	same	45	same	45	same	45	60	Owl	same
F Market-Wharves	5:20 a.m.	same	10	12	7	8	10	same	15	same	15	20	-	-	12:15 a.m.	same
J Church	7:30 a.m.	same	15	20	20	same	20	same	20	same	20	same	-	-	12:20 a.m.	same
K Ingleside/T Third	7:20 a.m.	same	20	same	15	same	20	same	20	same	20	same	45	60	1 a.m.	same
L Taraval	Owl	same	30	same	12	same	15	same	20	same	20	same	30	60	Owl	same

Notes:

Weekend time periods are generally: AM - 7 to 9 a.m., Midday - 10 a.m. to 5 p.m., Evening - 5:30 to 7:30 p.m., Night – 8 to 10 p.m., Late Night - 10 p.m. to 1 a.m., Owl - 1 to 5 a.m.

Dash (-) indicates no service in time period.

End times reflect when the last bus gets to the end of the route. Service along the route would end 20 to 60 minutes earlier depending on the length of the route.

TABLE C.5: Sunday Proposal – Muni Service Modifications (continued)

Route	Existing Start Time	Proposed Start Time	Existing AM Frequency (minutes)	Proposed AM Frequency (minutes)	Existing Midday Frequency (minutes)	Proposed Midday Frequency (minutes)	Existing Evening Frequency (minutes)	Proposed Evening Frequency (minutes)	Existing Night Frequency (minutes)	Proposed Night Frequency (minutes)	Existing Late Night Frequency (minutes)	Proposed Late Night Frequency (minutes)	Existing Owl Frequency (minutes)	Proposed Owl Frequency (minutes)	Existing Last Trip End Time	Proposed Last Trip End Time
M Ocean View	7:30 a.m.	same	20	same	15	same	15	20	20	same	20	same	-	-	12:45 a.m.	same
N Judah	Owl	same	15	same	12	same	15	same	20	same	20	same	30	60	Owl	same
Powell-Mason	6 a.m.	same	10	same	8	same	8	same	8	same	10	same	-	-	12:30 a.m.	same
Powell-Hyde	5:50 a.m.	same	10	same	8	same	8	same	8	same	10	same	-	-	12:30 a.m.	same
California Street	6:10 a.m.	same	10	same	10	same	10	same	10	same	12	same	-	-	12:30 a.m.	same

Notes:

Weekend time periods are generally: AM - 7 to 9 a.m., Midday - 10 a.m. to 5 p.m., Evening - 5:30 to 7:30 p.m., Night – 8 to 10 p.m., Late Night - 10 p.m. to 1 a.m., Owl - 1 to 5 a.m.

Dash (-) indicates no service in time period.

End times reflect when the last bus gets to the end of the route. Service along the route would end 20 to 60 minutes earlier depending on the length of the route.