

THIS PRINT COVERS CALENDAR ITEM NO.: 10.2

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets – Transportation Engineering

BRIEF DESCRIPTION:

Approving various routine traffic and parking modifications as consent calendar items per the attached resolution.

SUMMARY:

- Under Proposition A, the SFMTA Board of Directors has authority to adopt parking and traffic regulations changes

ENCLOSURES:

1. SFMTAB Resolution

APPROVALS:

DATE

DIRECTOR OF DIVISION

PREPARING ITEM _____

EXECUTIVE DIRECTOR/CEO _____

SECRETARY _____

ADOPTED RESOLUTION

BE RETURNED TO _____ Tom Folks

ASSIGNED SFMTAB CALENDAR DATE: _____

PURPOSE

To approve various routine traffic and parking modifications.

Benefit to the SFMTA 2008 – 2012 Strategic Plan:

GOAL

Goal 1 - Customer Focus: To provide safe, accessible, reliable, clean and environmentally sustainable service and encourage the use of auto-alternative modes through the Transit First Policy

Objective 1.1 - Improve safety and security across all modes of transportation

Goal 2 - System Performance: To get customers where they want to go, when they want to be there

Objective 2.4 - Reduce congestion through major corridors

Objective 2.5 - Manage parking supply to align with SFMTA and community goals

ITEMS:

- A. ESTABLISH – BLUE ZONE – 2 Cameron Way, east side, from 0 feet to 20 feet north of the bottom of the handicap ramp (20-foot zone). **PH 2/26/2010 Requested by SF Housing Authority**
- B. ESTABLISH – 2-HOUR PARKING, 9 AM TO 6 PM, MONDAY THROUGH FRIDAY – 115-117 Wisconsin Street, east side, from 45 feet to 102 feet south of 16th Street (extends the existing 2-hour parking zone by an additional 57 feet). **PH 3/5/2010 Requested by Business**
- C. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA S, 2-HOUR PARKING, 8 AM TO 9 PM, MONDAY THROUGH FRIDAY – 300 Block of Liberty Street, both sides, between Church and Sanchez Streets. **PH 3/5/2010 Requested by Residents**
- D. ESTABLISH – TOW-AWAY NO PARKING ANYTIME EXCEPT MARKED POLICE VEHICLES – Newhall Street, west side, from 28 to 200 feet south of Williams Avenue. **PH 3/5/2010 Requested by SFPD**
- E. ESTABLISH – ANGLED PARKING AT 60 DEGREES; BACK-IN – Newhall Street, west side, from 28 to 200 feet south of Williams Avenue. **PH 3/5/2010 Requested by SFPD**
- F. REVOKE – 90-DEGREE PARKING – Newhall Street, west side, from 28 to 200 feet south of Williams Avenue. **PH 3/5/2010 Requested by SFPD**
- G. ESTABLISH – ANGLED PARKING AT 60 DEGREES; BACK-IN – Williams Avenue, south side, from Newhall Street to 205 feet westerly. **PH 3/5/2010 Requested by SFPD**
- H. REVOKE – 90-DEGREE PARKING – Williams Avenue, south side, from Newhall Street to 205 feet westerly. **PH 3/5/2010 Requested by SFPD**
- I. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – Child Street, east side, between Greenwich Street and Telegraph Place. **PH 3/5/2010 Requested by Golden Gate Disposal and Recycling Company**
- J. ESTABLISH – TOW-AWAY, NO PARKING ANYTIME – 20th Street, north side, between Minnesota and Indiana Streets. **PH 2/19/2010 Requested by SFMTA**

- K. ESTABLISH – BUS ZONE EXTENSION – Bayshore Boulevard, east side, from 70 to 80 feet north of Visitacion Avenue (new 80-foot bus zone). **PH 2/19/2010 Requested by SFMTA**
- L. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME – Winding Way, east side, from Prague Street to 60 feet southerly (60-foot zone). **PH 2/19/2010 Requested by Residents.**
- M. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME – Winding Way, north side, from approximately 170 feet to 240 feet west of Drake Street (70-foot zone, replaces existing red curb). **PH 2/19/2010 Requested by Residents.**
- N. ESTABLISH – STOP SIGN – STOP sign stopping Forest Side Avenue at Vicente Street, making this T-intersection a one-way STOP. **PH 2/19/2010 Requested by Resident.**
- O. ESTABLISH – UNMETERED MOTORCYCLE PARKING – 1442-1456 Sacramento Street, north side, approximately 240 feet to 251 feet west of Leavenworth Street (two motorcycle stalls to be installed between the driveways for 1442 and 1456 Sacramento Street at a 75 degree angle). **PH 2/19/2010 Requested by Residents.**
- P. RESCIND – BUS ZONE – 17th Street, north side, between De Haro and Carolina Streets. **PH 2/19/2010 Requested by SFPD.**
- Q. ESTABLISH – BUS ZONE – 17th Street, north side, from De Haro Street to 80 feet westerly. **PH 2/19/2010 Requested by SFPD.**

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The San Francisco Municipal Transportation Agency has received a request, or identified a need for traffic modifications as follows:

- A. ESTABLISH – BLUE ZONE – 2 Cameron Way, east side, from 0 feet to 20 feet north of the bottom of the handicap ramp (20-foot zone).
- B. ESTABLISH – 2-HOUR PARKING, 9 AM TO 6 PM, MONDAY THROUGH FRIDAY – 115-117 Wisconsin Street, east side, from 45 feet to 102 feet south of 16th Street (extends the existing 2-hour parking zone by an additional 57 feet).
- C. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA S, 2-HOUR PARKING, 8 AM TO 9 PM, MONDAY THROUGH FRIDAY – 300 Block of Liberty Street, both sides, between Church and Sanchez Streets.
- D. ESTABLISH – TOW-AWAY NO PARKING ANYTIME EXCEPT MARKED POLICE VEHICLES – Newhall Street, west side, from 28 to 200 feet south of Williams Avenue.
- E. ESTABLISH – ANGLED PARKING AT 60 DEGREES; BACK-IN – Newhall Street, west side, from 28 to 200 feet south of Williams Avenue.
- F. REVOKE – 90-DEGREE PARKING – Newhall Street, west side, from 28 to 200 feet south of Williams Avenue.
- G. ESTABLISH – ANGLED PARKING AT 60 DEGREES; BACK-IN – Williams Avenue, south side, from Newhall Street to 205 feet westerly.
- H. REVOKE – 90-DEGREE PARKING – Williams Avenue, south side, from Newhall Street to 205 feet westerly.
- I. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – Child Street, east side, between Greenwich Street and Telegraph Place.
- J. ESTABLISH – TOW-AWAY, NO PARKING ANYTIME – 20th Street, north side, between Minnesota and Indiana Streets.
- K. ESTABLISH – BUS ZONE EXTENSION – Bayshore Boulevard, east side, from 70 to 80 feet north of Visitacion Avenue (new 80-foot bus zone).
- L. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME – Winding Way, east side, from Prague Street to 60 feet southerly (60-foot zone).
- M. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME – Winding Way, north side, from approximately 170 feet to 240 feet west of Drake Street (70-foot zone, replaces existing red curb).
- N. ESTABLISH – STOP SIGN – STOP sign stopping Forest Side Avenue at Vicente Street, making this T-intersection a one-way STOP.
- O. ESTABLISH – UNMETERED MOTORCYCLE PARKING – 1442-1456 Sacramento Street, north side, approximately 240 feet to 251 feet west of Leavenworth Street (two motorcycle stalls to be installed between the driveways for 1442 and 1456 Sacramento Street at a 75 degree angle).
- P. RESCIND – BUS ZONE – 17th Street, north side, between De Haro and Carolina Streets.
- Q. ESTABLISH – BUS ZONE – 17th Street, north side, from De Haro Street to 80 feet westerly.

WHEREAS, The public has been notified about the proposed modifications and has been given the opportunity to comment on those modifications through the public hearing process; now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors, upon recommendation of the Executive Director/CEO and the Director of Transportation Engineering, does hereby approve the changes.

I hereby certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of _____

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The San Francisco Municipal Transportation Agency has received a request, or identified a need for traffic modifications as follows:

- A. ESTABLISH – BLUE ZONE – 2 Cameron Way, east side, from 0 feet to 20 feet north of the bottom of the handicap ramp (20-foot zone).
- B. ESTABLISH – 2-HOUR PARKING, 9 AM TO 6 PM, MONDAY THROUGH FRIDAY – 115-117 Wisconsin Street, east side, from 45 feet to 102 feet south of 16th Street (extends the existing 2-hour parking zone by an additional 57 feet).
- C. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA S, 2-HOUR PARKING, 8 AM TO 9 PM, MONDAY THROUGH FRIDAY – 300 Block of Liberty Street, both sides, between Church and Sanchez Streets.
- D. ESTABLISH – TOW-AWAY NO PARKING ANYTIME EXCEPT MARKED POLICE VEHICLES – Newhall Street, west side, from 28 to 200 feet south of Williams Avenue.
- E. ESTABLISH – ANGLED PARKING AT 60 DEGREES; BACK-IN – Newhall Street, west side, from 28 to 200 feet south of Williams Avenue.
- F. REVOKE – 90-DEGREE PARKING – Newhall Street, west side, from 28 to 200 feet south of Williams Avenue.
- G. ESTABLISH – ANGLED PARKING AT 60 DEGREES; BACK-IN – Williams Avenue, south side, from Newhall Street to 205 feet westerly.
- H. REVOKE – 90-DEGREE PARKING – Williams Avenue, south side, from Newhall Street to 205 feet westerly.
- I. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – Child Street, east side, between Greenwich Street and Telegraph Place.
- J. ESTABLISH – TOW-AWAY, NO PARKING ANYTIME – 20th Street, north side, between Minnesota and Indiana Streets.
- K. ESTABLISH – BUS ZONE EXTENSION – Bayshore Boulevard, east side, from 70 to 80 feet north of Visitacion Avenue (new 80-foot bus zone).
- L. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME – Winding Way, east side, from Prague Street to 60 feet southerly (60-foot zone).
- M. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME – Winding Way, north side, from approximately 170 feet to 240 feet west of Drake Street (70-foot zone, replaces existing red curb).
- N. ESTABLISH – STOP SIGN – STOP sign stopping Forest Side Avenue at Vicente Street, making this T-intersection a one-way STOP.
- O. ESTABLISH – UNMETERED MOTORCYCLE PARKING – 1442-1456 Sacramento Street, north side, approximately 240 feet to 251 feet west of Leavenworth Street (two motorcycle stalls to be installed between the driveways for 1442 and 1456 Sacramento Street at a 75 degree angle).
- P. RESCIND – BUS ZONE – 17th Street, north side, between De Haro and Carolina Streets.
- Q. ESTABLISH – BUS ZONE – 17th Street, north side, from De Haro Street to 80 feet westerly.

WHEREAS, The public has been notified about the proposed modifications and has been given the opportunity to comment on those modifications through the public hearing process; now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors, upon recommendation of the Executive Director/CEO and the Director of Transportation Engineering, does hereby approve the changes.

I hereby certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of _____

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Finance and Information Technology

BRIEF DESCRIPTION:

Resolution authorizing the San Francisco Municipal Transportation Agency (1) to acknowledge and adhere to procedures and conditions set forth by the Metropolitan Transportation Commission for allocation of Regional Measure 2 (RM-2) funds; and (2) to accept and expend \$168,000 of RM-2 funds for a Safe Routes to Transit project, for the purpose and amount included in the project application.

SUMMARY:

- On March 2, 2004, Bay Area voters passed Regional Measure 2 (RM-2), raising the toll on the seven State-owned toll bridges in the San Francisco Bay Area by \$1.00, effective July 1, 2004. Under the Regional Traffic Relief Plan, this extra dollar provides transit operating assistance and funding to specified capital projects within the region that reduce congestion or make improvements to travel in the toll bridge corridors.
- The RM-2 program provides \$20 million for Safe Routes to Transit projects that reduce congestion on State-owned Bay Area bridges by improving pedestrian access to transit facilities.
- The San Francisco Municipal Transportation Agency (SFMTA) has applied for \$168,000 in RM-2 funds to implement a Safe Routes to Transit project to promote and encourage safe bicycling to and from the Glen Park BART Station.
- As the transportation planning, coordinating and financing agency of the nine-county Bay Area, the Metropolitan Transportation Commission (MTC) allocates RM-2 funds. MTC has adopted procedures and conditions that must be acknowledged and adhered to by recipients of RM-2 funds. The attached resolution incorporates the procedures and conditions established by the MTC that must be acknowledged and adhered to by the SFMTA in regard to the SFMTA's allocation of RM-2 funds.
- This action authorizes the SFMTA, through its Executive Director/CEO (or his designee), to acknowledge and adhere to the procedures and conditions established by the MTC in regard to the allocation of RM-2 funds as detailed in the attached resolution. Also, this action authorizes the SFMTA to accept and expend the allocation of \$168,000 in RM-2 funds to promote and encourage safe bicycling to and from the Glen Park BART Station.

ENCLOSURES:

1. SFMTAB Resolution
2. Application: Initial Project Report and Cash Flow Plan
3. Opinion of Legal Counsel for Application

APPROVALS:

DATE

DIRECTOR OF DIVISION
PREPARING ITEM _____

FINANCE _____

EXECUTIVE DIRECTOR/CEO _____

SECRETARY _____

ADOPTED RESOLUTION BE RETURNED TO: Leda Young, 1 South Van Ness Avenue, 8th Floor

ASSIGNED SFMTAB CALENDAR DATE: _____

PAGE 2.

PURPOSE

The SFMTA Board approval of this resolution would authorize the SFMTA to approve and adhere to procedures and conditions set forth by the MTC in regard to the SFMTA receiving an allocation of RM-2 funds. Also, the SFMTA Board approval of this resolution would authorize the SFMTA, through its Executive Director/CEO, to accept and expend \$168,000 in RM-2 capital funds to promote and encourage safe bicycling to and from the Glen Park BART Station.

GOAL

The SFMTA will further the following goals of the Strategic Plan through acceptance of these funds:

- Goal 1 – Customer Focus: To provide safe, accessible, reliable, clean and environmentally sustainable service.

Objective 1.5 – Increase percentage of trips using more sustainable modes (such as transit, walking, bicycling, and rideshare).

- Goal 4 – Financial Capacity: To ensure financial stability and effective resource utilization.

Objective 4.2 – Ensure efficient and effective use of resources.

DESCRIPTION

On March 2, 2004, voters in San Francisco, Alameda, Contra Costa, Marin, San Mateo, Santa Clara and Solano Counties cumulatively passed Regional Measure 2 (RM-2), which will raise an estimated \$125 million each year to implement the Regional Traffic Relief Plan. The Regional Traffic Relief Plan will provide transit operating assistance and funding for specified capital projects within the region that reduce congestion or make improvements to travel in the toll bridge corridors. Funding for the Regional Traffic Relief Plan derives from a \$1.00 increase, effective July 1, 2004, in tolls on the region's seven State-owned toll bridges. As the transportation planning, coordinating and financing agency of the nine-county Bay Area, the Metropolitan Transportation Commission (MTC) allocates RM-2 funds.

The RM-2 program provides \$20 million to public agencies for Safe Routes to Transit projects that help reduce congestion on State-owned Bay Area bridges by improving pedestrian access to transit facilities. Specifically, funding is provided for the planning and construction of pedestrian access improvements in close proximity to transit facilities. The San Francisco Municipal Transportation Agency (SFMTA) has applied for the following:

- **Glen Park Area Bicycle Project:** Funding will be used to fill several gaps in the existing bicycle route network in the Glen Park area, providing connections to the multi-modal BART station from all directions via streets with existing or planned bicycle facilities, such as Alemany Boulevard, San Jose Avenue, Diamond Street, Circular Avenue, Arlington Street, and Bosworth Streets. Specifically, funding will be used for traffic striping removal, traffic striping installation, curb work, curb ramp installations, median island modifications, and traffic signal design and installation.

In lieu of a separate funding agreement, MTC expects the SFMTA, through its governing board, to certify that the agency acknowledges and will adhere to the following conditions with respect to the project:

- compliance with provisions of MTC's RM-2 Policy Guidance (MTC Resolution No. 3636);
- consistency with the Regional Transportation Plan;
- SFMTA has taken into consideration the time necessary to obtain applicable environmental clearance and permitting approval for the project in requesting RM-2 funding;
- the RM-2 phase of the project is fully funded based on programmed and planned funding allocations, and results in an operable and useable segment;
- the enclosed Initial Project Report (IPR), which is the SFMTA's application document to MTC that describes the project and includes a detailed financial plan, has been approved by the SFMTA;
- approval of the cash flow plan for the project;
- SFMTA has adequate staffing resources to complete the project within the schedule set forth in the IPR;
- the project and purpose for which RM-2 funds are being requested are in compliance with applicable environmental requirements and regulations;
- the City and County of San Francisco, through the SFMTA, indemnifies and holds harmless MTC and its representatives against all claims, demands, liability, losses and expenses in connection with the allocation of RM-2 funds;
- any revenues or profits from any non-governmental use of property shall be used for public transportation services for which the project was initially approved;
- assets purchased with RM-2 funds shall be used for public transportation uses as intended; and
- the SFMTA will post signs at construction sites as applicable stating that the project is funded with RM-2 funds.

In conjunction with the IPR, which must be submitted to the MTC, also attached is the required Opinion of Counsel for the project, which states that (1) the SFMTA is an eligible implementing agency of projects in the RM-2 Regional Traffic Relief Plan; (2) the SFMTA is authorized to submit an allocation request for RM-2 funding; (3) no legal impediment exists that would preclude the SFMTA from making allocation requests for RM-2 funding; and (4) no pending or threatened litigation exists that might adversely affect the project or the ability of the SFMTA to carry out the project, except to the extent the Superior Court injunction prohibits implementation of certain bicycle projects.

ALTERNATIVES CONSIDERED

Not applicable.

FUNDING IMPACT

The capital funds for this project are from:

- Regional Measure 2 - derived from a \$1.00 increase, effective July 1, 2004, in tolls on the region's seven State-owned toll bridges (\$168,000),

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The proposed project was reviewed under the purview of the EIR for the San Francisco Bicycle Plan. On June 25, 2009, the Bike Plan EIR was certified and the CEQA findings were approved by the San Francisco

Planning Commission. These documents (Case # 2007.0347E) can be found at the Major Environmental Analysis section of the San Francisco Planning Department.

Construction of the bicycle improvements will not occur until the San Francisco Superior Court lifts the injunction prohibiting implementation of the City's Bicycle Plan to permit construction of the project.

The City Attorney's Office has reviewed this calendar item.

RECOMMENDATION

Staff recommends that the SFMTA Board approve this resolution, which would authorize the SFMTA to approve and adhere to procedures and conditions set forth by the MTC in regard to the SFMTA receiving an allocation of RM-2 funds. Also, the SFMTA Board approval of this resolution would authorize the SFMTA, through its Executive Director/CEO, to accept and expend \$168,000 in RM-2 capital funds to promote and encourage safe bicycling to and from the Glen Park BART Station.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, SB 916 (Chapter 715, Statutes 2004), commonly referred to as Regional Measure 2 (RM-2), identified projects eligible to receive funding under the Regional Traffic Relief Plan; and

WHEREAS, The Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for RM-2 funds, pursuant to Streets and Highways Code Section 30914(c) and (d); and

WHEREAS, The MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for RM-2 funding; and

WHEREAS, Allocations to MTC must be submitted consistent with procedures and conditions as outlined in RM-2 Policy and Procedures; and

WHEREAS, The Safe Routes to Transit Grant Program is eligible for consideration in the Regional Traffic Relief Plan of RM-2, as identified in California Streets and Highway Code Section 30914(c) or (d); and

WHEREAS, Under the Safe Routes to Transit Grant Program, the San Francisco Municipal Transportation Agency (SFMTA) has applied for funding in the amount of \$168,000 to promote and encourage safe bicycling to and from the Glen Park BART Station; and

WHEREAS, The SFMTA is an eligible implementing agency of transportation project(s) using RM-2 Regional Traffic Relief Plan funds; and

WHEREAS, The RM-2 allocation request, contained in the Initial Project Report (IPR) submitted for the project and incorporated by reference herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which the SFMTA is requesting that MTC allocate RM-2 funds; and

WHEREAS, The application for RM-2 funds includes the certification by legal counsel of SFMTA of assurances required for the allocation of funds by MTC; and

WHEREAS, Under Charter Section 8A.102(b)12, the SFMTA has exclusive authority to apply for, accept and expend federal, state, or other grants for Agency purposes; and

RESOLVED, That the SFMTA Board of Directors authorizes the San Francisco Municipal Transportation Agency, through its Executive Director/CEO (or his designee), to accept and expend \$168,000 of RM-2 funds for a Safe Routes to Transit project to promote and encourage safe bicycling to and from the Glen Park BART Station; and, be it further

RESOLVED, That the SFMTA and its agents agree to comply with the provisions of the MTC's RM-

2 Policy Guidance (MTC Resolution No. 3636); and be it further

RESOLVED, That the project to promote and encourage safe bicycling to and from the Glen Park BART Station is consistent with the Regional Transportation Plan (RTP); and be it further

RESOLVED, That the year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project; and be it further

RESOLVED, That the RM-2 phase or segment is fully funded based on programmed and planned funding allocations, and will result in an operable and useable segment; and be it further

RESOLVED, That the SFMTA Board of Directors approves the IPR submitted with this resolution; and be it further

RESOLVED, That the SFMTA Board of Directors approves the cash flow plan submitted with this resolution; and be it further

RESOLVED, That the SFMTA has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the IPR submitted with this resolution; and be it further

RESOLVED, That the SFMTA Board of Directors certifies that it has undertaken an Environmental Impact Report (EIR) to ensure that the project and purpose for which RM-2 funds is being requested is in compliance with the requirements of the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.) and, if relevant, the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et seq., and the applicable regulations thereunder; however, final environmental compliance is currently under review by the San Francisco Superior Court and there has been no final determination that the City's EIR complies with CEQA; and be it further

RESOLVED, That the City and County of San Francisco, through the SFMTA, indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of SFMTA, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM-2 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM-2 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages; and be it further

RESOLVED, That if any revenues or profits from any non-governmental use of property (or project) are collected, the SFMTA shall use those revenues or profits exclusively for the public transportation services for which the project(s) was initially approved, either for capital improvements or maintenance and operational costs; otherwise, MTC is entitled to a proportionate share equal to MTC's percentage participation in the project(s); and be it further

RESOLVED, That assets purchased with RM-2 funds, including facilities and equipment, shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the MTC shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that RM-2 funds were originally used; and be it further

RESOLVED, That the SFMTA shall post on both ends of the construction site(s) at least two signs visible to the public stating that the project is funded with RM-2 Toll Revenues; and be it further

RESOLVED, That the SFMTA Board of Directors delegates to the Executive Director/CEO (or his designee) the authority to make non-substantive changes or minor amendments to the IPR as he/she deems appropriate; and be it further

RESOLVED, That the SFMTA Board of Directors authorizes the Executive Director/CEO (or his designee) to furnish whatever additional information may be requested by MTC in connection with this request; and be it further

RESOLVED, That the SFMTA Board of Directors authorizes the Executive Director/CEO (or his designee) to execute any and all agreements necessary to complete the transfer of funds; and be it further

RESOLVED, That a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the SFMTA application referenced herein.

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

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

**Regional Measure 2
Initial Project Report (IPR)**

Project Title:

RM2 Project No.

Allocation History:

Allocation No.	MTC Approval Date	Amount	Phase

Total:

Current Allocation Request:

IPR Revision Date	Amount Being Requested	Phases Requested
	\$168,000	PS&E (\$8,500) and Construction (\$159,500)

I. OVERALL PROJECT INFORMATION

A. Project Sponsor / Co-sponsor(s) / Implementing Agency

San Francisco Municipal Transportation Agency (SFMTA)

B. Project Description (please provide details)

No Project Graphics to be sent electronically with This Application.

“The Glen Park area is a well-established neighborhood that has a cohesive commercial core surrounded by healthy residential neighborhoods. It is well-served by local and regional transportation, including BART, numerous Muni bus lines, and the nearby Muni J line. ‘Downtown’ Glen Park is a small-scale mixed-use district centered at the intersection of Diamond and Chenery Streets. A variety of neighborhood serving stores can be found there; many locally-owned and operated. Glen Canyon Park provides both active and passive recreation opportunities for residents and includes one of the only free-flowing creeks in San Francisco. The proximity to Interstate Highway 280 (I-280) is both a benefit and drawback for the area. The highway provides direct access to downtown San Francisco, the East Bay, and south to the Peninsula and South Bay. However, the massive infrastructure for the highway and interchanges acts as a physical and psychological barrier separating Glen Park from other neighborhoods.”¹

The proposed project seeks to remove many of the above described barriers by promoting and encouraging safe bicycling to and from the Glen Park BART Station, which currently has 61 bicycle racks and 12 bicycle lockers available to bicyclists. Specifically, funding will be used for traffic striping removal, traffic striping installation, curb work, curb ramp installations, median island modifications, and traffic signal design and installation. The project will fill several gaps in the existing bicycle route network in the Glen Park area, providing connections to the multi-modal BART station from all directions via streets with existing or planned bicycle facilities, such as Alemany Boulevard, San Jose Avenue, Diamond Street, Circular Avenue, Arlington Street, and Bosworth Streets.

In addition to the Glen Park BART Station, the proposed project area has a number of other regional trip generators/attractors. The proposed improvements are essential for enhancing connectivity to other nearby regional destinations that generate a significant number of bicycling and pedestrian trips, including: San Francisco City College, Glen Park Elementary School, Excelsior YMCA, recreational destinations like Glen Park Canyon, Dorothy Erskine Park, Holly Park, and St. Mary’s Park, and nearby commercial corridors on Diamond, Chenery, and Bosworth Streets

The proposed project can be broken down into three primary segments:

1) Bosworth Street/Lyell Street Connection

- Class III bicycle facility (sharrows²) on EB Bosworth Street from Diamond Street to I-280 on-ramp

¹ Description from the *2003 Glen Park Community Plan Existing Conditions Memorandum*.

² "Sharrows" are painted markings on the roadway that indicate a shared space between automobile and bicyclists. They are also designed to show where cyclists can ride on the street so as to avoid the sudden

- Class II bicycle lane in middle of EB Bosworth Street to facilitate EB access onto Bosworth Street through Lyell Street intersection
- Class II bicycle lane on WB Bosworth Street between Lyell and Arlington Streets
- Class III bicycle facility (sharrows) on WB Bosworth Street between Arlington and Diamond Streets
- Class II bicycle lane SB on Bosworth/Lyell Streets to Cayuga Avenue
- Class III bicycle facility (sharrows) on SB Lyell Street between Cayuga Avenue and Alemany Boulevard
- On the SB one-way portion of Lyell Street (between Still Street and Alemany Boulevard), a 6-foot NB contra-flow bicycle lane will be installed, facilitating bicycle access north to the Glen Park BART Station
- Class II bicycle lane on NB Lyell Street between Still and Bosworth Streets
- Portion of the traffic island at Lyell and Still Streets will be removed to allow the 6-foot NB contra-flow bicycle lane on the SB one-way portion of Lyell Street to reconnect with two-way section of Lyell Street. In addition, an 8-foot pedestrian path through traffic island will also be created to facilitate pedestrian travel NB on Lyell Street
- Intersection improvements at the Alemany Boulevard and Lyell Street intersection, including: removal of a 60-foot portion of the median on Alemany to facilitate the installation of a bicycle left turn lane onto the contra-flow bicycle lane on Lyell Street; installation of dedicated bicycle traffic signal; and improvement of signal timing to accommodate bicyclists
- Reduction of travel lane widths on numerous segments to enable installation of bicycle lanes
- Removal of 43 parking spaces on Bosworth and Lyell Streets to enable installation of bicycle lanes
- Addition of 7 parking spaces on Alemany Boulevard west of Rousseau Street

2) Access to/from San Jose Avenue

- Class II bicycle lanes on EB Bosworth Street between Lyell and Rotteck Streets
- Class III bicycle facility (sharrows) on EB Bosworth Street between Rotteck and Milton Streets
- Class III bicycle facility (sharrows) on NB Milton Street between Bosworth Street and San Jose Avenue
- Class III bicycle facility (sharrows) on SB Arlington Street between Wilder and Bosworth Streets

opening of a car door.

- Installation of a bicycle “cut through” at the SB Arlington Street off-ramp (from San Jose Avenue) to enable bicyclist access onto Monterey Boulevard
 - Reduction of travel lane widths on numerous segments to enable installation of bicycle lanes
 - Removal of 5 parking spaces on Bosworth Street to enable the installation of bicycle lanes
- 3) San Jose Avenue and Overpass Improvements
- 7-foot Class II bicycle lanes on EB Monterey Boulevard on-ramp to San Jose Avenue
 - Removal of travel lane on Monterey Boulevard and Monterey Boulevard on-ramp to enable the installation of bicycle lanes
 - Class II bicycle lanes on the WB San Jose off-ramp Monterey and Diamond Streets

C. Project Purpose

This project will provide the following significant benefits:

- Facilitates “complete” bicycle trips to the Glen Park BART Station by eliminating gaps in the bicycle route network. The bicycle route network in the area is currently fragmented and bicyclists must take circuitous routes to reach transit services. The proposed bicycle lanes will eliminate these gaps and provide direct and easily navigable routes to not only BART, but also local transit.
- Ensures that the growing number of bicyclists in San Francisco have safe and adequate infrastructure by reclaiming street space for bicyclists and reducing the potential for conflicts with automobiles. For example, the removal of dozens of parking spaces and a travel lane will enable bicyclists to travel in dedicated lanes while avoiding “dooring,” the most commonly cited violation in bicycle injury collisions in San Francisco in 2007. Also, intersection improvements at Lyell Street and Alemany Boulevard, such as a dedicated left turn lane and traffic signals for bicyclists, will greatly reduce the number of bicycle/vehicle conflicts.
- Improves safety for pedestrians by providing a safe and dedicated roadway space for bicyclists that will eliminate the existing conflicts between pedestrian and bicyclists on sidewalks. Additionally, improves safety and aesthetics for pedestrians by removing parking and narrowing travel lanes in key locations to provide a “calming” effect on automobile travel.
- Ensures that low-income populations that cannot afford to own an automobile, and predominantly rely on transit and non-motorized modes to access employment, school, and daily services, are better served by bicycle and pedestrian infrastructure. For example, the proposed improvements will facilitate safer access and better connectivity for the large numbers of minority students that attend nearby Glen Park Elementary School (302 total enrollment). In addition, the proposed bicycle lanes on Lyell Street (Route 45) will significantly enhance access from the south side of I-280 and San Jose Avenue to the BART station, thereby strengthening the linkage to Bicycle Route 70, which serves the nearby Bayview neighborhood – one of the most impoverished communities in San Francisco.

- Pursuant to the 2003 Glen Park Community Plan³, the project complements and supplements the ongoing planning processes for the neighborhood. Implementation of this project will not only promote the neighborhood's short-term goals for economic vitality, safety, and a multi-modal transportation system, but also helps the Glen Park neighborhood accommodate planned residential and commercial growth in a sustainable manner.

D. Impediments to Project Completion

The only impediment to this project is the injunction that is in place against the SFMTA's Bicycle Plan, of which this project is a part of. This injunction prevents the SFMTA from implementing any bicycle projects. The SFMTA has worked to satisfy the terms of the injunction, and anticipates its lifting in June 2010. Once this happens, this project is free to move forward.

E. Operability

The SFMTA has access to San Francisco County Transportation Authority Prop. K 30-year, ½-cent Sales Tax funds. The Sales Tax Expenditure Plan specifically allocates funds for maintenance and street resurfacing, rehabilitation, and maintenance. Bicycle lane stripes and marking are painted with thermoplastic and methyl methacrylate, respectively, which generally do not need replacement for at least ten years.

II. PROJECT PHASE DESCRIPTION and STATUS

F. Environmental –

Does NEPA Apply: Yes No

The proposed project was reviewed under the purview of the EIR for the San Francisco Bicycle Plan. On June 25, 2009 the Bike Plan EIR was certified and the CEQA findings were approved by the San Francisco Planning Commission. These documents (Case # 2007.0347E) can be found at the Major Environmental Analysis section of the San Francisco Planning Department.

G. Design –

³ The 2003 Glen Park Community Plan articulates several transportation-related goals for the future development of the area, including:

- Improve traffic flow in the Glen Park business district
- Improve pedestrian and bicycle safety
- Create better connections and access to transit modes
- Calm traffic throughout Glen Park, especially through-traffic and freeway-oriented traffic
- Create better connections to Glen Park village from surrounding neighborhoods and Glen Canyon
- Create public gathering spaces near the heart of the village
- Enhance local business vitality

The striping changes for this project are fully designed. Portions of this project still needing design work are the signal modifications associated with the bicycle-only left turn from Alemany Blvd to Lyell St, as well as the bicycle and pedestrian cut through in the traffic island at Lyell and Still Streets.

H. Right-of-Way Activities / Acquisition –

Not applicable.

I. Construction / Vehicle Acquisition -

Construction work will include striping changes in the project area, modification of the existing traffic signal at Alemany Blvd and Lyell St, cutting back the existing traffic island on eastbound Alemany Blvd at Lyell St, and providing a bicycle and pedestrian cut through in the traffic island at Lyell and Still Streets.

All striping work will be done by the SFMTA’s own paint crews. The traffic signal modifications will be incorporated into a signal contract and implemented by the signal contract’s contractor. Island cutback and curbwork will be done by either the Department of Public Works (DPW), or one of their contractors.

III. PROJECT BUDGET

J. Project Budget (Escalated to year of expenditure)

Phase	Total Amount - Escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	
Design - Plans, Specifications and Estimates (PS&E)	8.5
Right-of-Way Activities /Acquisition (R/W)	
Construction / Rolling Stock Acquisition (CON)	159.5
Total Project Budget (in thousands)	168

K. Project Budget (De-escalated to current year)

Phase	Total Amount - De-escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	
Design - Plans, Specifications and Estimates (PS&E)	8.5
Right-of-Way Activities /Acquisition (R/W)	
Construction / Rolling Stock Acquisition (CON)	159.5

Phase	Total Amount - De-escalated - (Thousands)
Total Project Budget (in thousands)	168

IV. OVERALL PROJECT SCHEDULE

	Planned Start Date (Update as needed)	Planned Completion Date (Update as needed)
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	6/2005	6/2010
Final Design - Plans, Specs. & Estimates (PS&E)	7/2010	2/2011
Right-of-Way Activities /Acquisition (R/W)	n/a	n/a
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON)	6/2011	10/2011

V. ALLOCATION REQUEST INFORMATION

L. Detailed Description of Allocation Request

The grant funds will be used for traffic striping removal, traffic striping installation, curb work, curb ramp installations, median island modifications, and traffic signal design and installation.

Amount being requested (in escalated dollars)	\$168,000
Project Phases being requested	PS&E and Construction
Are there other fund sources involved in this phase?	No
Date of anticipated Implementing Agency Board approval the RM2 IPR Resolution for the allocation being requested	March 31, 2010
Month/year being requested for MTC Commission approval of allocation	April 2010

M. Status of Previous Allocations (if any)

Not applicable.

N. Workplan

Workplan in Alternate Format Enclosed – No.

Milestone	Projected or Actual Date of Completion (Month/Year)
Begin Environmental Studies	2007
Environmental Approval – CEQA	June 2009
Environmental Approval – NEPA	n/a
Begin Design	2007
Final PS&E	October 2010
Secure Right-of-Way Certification	n/a
Advertise Construction Phase	n/a
Begin Construction (Award)	November 2010
Notice of Completion Date -- Accept Contract	May 2011
Project Closeout – Complete Final Report and Invoice to Funding Agency	June 2011

O. Impediments to Allocation Implementation

The following could be impediments that would affect project implementation:

- Timeframe for lifting of the injunction: The SFMTA anticipates the injunction to be lifted in June 2010, however, this could be delayed. Any delay in the lifting of the injunction directly affects the start time for construction of this project.
- Coordination with a signal contract: The proposed changes to the existing traffic signal at Alemany Blvd and Lyell St need to be incorporated into one of SFMTA's signal contracts. Depending on the timing of the contract, the changes to this signal could be delayed. Other parts of the project can be implemented independently from this signal change. Only the contraflow bicycle lane on Lyell St would be affected by a delay.
- Coordination with DPW for island modification and curbswork: DPW will be responsible for the design of the modifications to the traffic islands identified in the project. DPW will also be responsible for construction, either using their own crews or contracting the work out. The timing and coordination of this has yet to be discussed, and could possibly result in delays. The SFMTA anticipates initiating talks with DPW for curbswork and island modification in April 2010.

VI. RM-2 FUNDING INFORMATION

P. RM-2 Funding Expenditures for funds being allocated

The companion Microsoft Excel Project Funding Spreadsheet to this IPR is included

Next Anticipated RM-2 Funding Allocation Request: Not applicable.

VII. GOVERNING BOARD ACTION

Governing Board Resolution to be provided on or before: April 1, 2010

VIII. CONTACT / PREPARATION INFORMATION

Contact for Applicant's Agency

Name: James Shahamiri

Phone: (415) 701-4732

Title: Project Manager

E-mail: james.shahamiri@sfmta.com

Address: 1 South Van Ness Avenue, 7th Floor, San Francisco, CA 94103

Information on Person Preparing IPR

Name: Leda Young

Phone: (415) 701-4336

Title: Principal Grants Analyst

E-mail: leda.young@sfmta.com

Address: 1 South Van Ness Avenue, 8th Floor, San Francisco, CA 94103

Applicant Agency's Accounting Contact

Name: Fernando Urbano

Phone: (415) 701-4501

Title: Grants Accounting Manager

E-mail: fernando.urbano@sfmta.com

Address: 1 South Van Ness Avenue, 8th Floor, San Francisco, CA 94103

Revised IPR 120905.doc

RM-2 Initial Project Report

TOTAL PROJECT FUNDING PLAN

(Amounts Escalated in Thousands)

Project Title:	Glen Park Area Bicycle Project	Project ID:	20.305
Agency:	San Francisco Municipal Transportation Agency	Plan Date:	3/9/2010
TOTAL PROJECT: COMMITTED + UNCOMMITTED+TO BE DETERMINED			

Fund Source	Phase	Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future Committed	TOTAL
COMMITTED FUNDING PLAN (PROGRAMMED, ALLOCATED, APPROVED FUNDING)															
RM-2	PS&E							8.5							8.5
RM-2	Con							159.5							159.5
UNCOMMITTED FUNDING PLAN (NON-PROGRAMMED/ALLOCATED, BUT PLANNED FUNDING)															
FUNDING SOURCE STILL TO BE DETERMINED (LIST POTENTIAL SOURCES THAT WILL LIKELY BE PURSUED)															
Fund Source	Phase	Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future Committed	TOTAL
TOTAL PROJECT: COMMITTED + UNCOMMITTED + TBD FUNDING TOTAL															
Total								168							168

Comments:															
Enter all funding for the project – both Committed and Uncommitted. Enter amounts in thousands and escalated to the year of funding															

escalated to the year of funding. DO NOT enter uncommitted funding - The RM-2 Phase or Segment must be fully funded.
 Eligible Phases: ENV (or PA&ED), PS&E, R/W or CON. For planning activates use ENV. For Vehicles, Equipment or Operating use CON. OK to use CT R/W SUP or CT CON SUP for Caltrans support, but not necessary (optional).

EXPENDITURES TO-DATE BY PHASE AND FUND SOURCES

Phase	Fund Source	Date of Last Expenditure	Amount Expended to date (Thousands)	Available Balance Remaining (Thousands)

Comments:				
Includes funds that have not yet been awarded, but are programmed.				

As required by RM-2 Legislation, provide funds expended to date for the total project. Provide both expenditure by Fund Source

	Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future	TOTAL	
RM-2 CASH FLOW PLAN TOTAL															
Total							8.5	159.5						168	

Comments:														
Provide the expected RM-2 expenditures – by phase and year. (This is the amount of the allocation needed for that fiscal year to cover expenditures through June 30th of that fiscal year).														
Enter RM-2 amounts in thousands and escalated to the year of funding. The total amount cannot exceed the amount identified in the RM-2 legislation.														
Eligible Phases: ENV (or PA&ED), PS&E, R/W or CON. For planning activities use ENV. For Vehicles, Equipment or Operating use CON. OK to use CT R/W SUP or CT CON SUP for Caltrans support, but not necessary (optional).														

Estimated Budget Plan

Please complete this form based the proposed allocation for your project. The scope should be consistent with the funding you are requesting the MTC allocate. Projects with complementary fund sources, should list the estimated cost of the entire work scope. Note that this information may not only represent the RM2 funding. A separate EBP needs to be completed for each allocation request or each phase of such request.

TITLE OF PROJECT		RM2 Legislation ID: 20.305
Glen Park Area Bicycle Project		
NAME AND ADDRESS OF IMPLEMENTING AGENCY		
San Francisco Municipal Transportation Agency		

1 South Van Ness Avenue			
San Francisco, CA 94103			

DETAIL DESCRIPTION	ESTIMATED HOURS	BASE RATE	TOTAL ESTIMATED COST (Dollars)
1. DIRECT LABOR of Implementing and Support Agency			
Project Management/Staff			31,250
TOTAL DIRECT LABOR			31,250

2. DIRECT BENEFITS (Specify)	Benefit Rate	X BASE	Total
	34%	31,250	
TOTAL BENEFIT			10,625

3. DIRECT CAPITAL COSTS (include construction, right-of-way, or vehicle acquisition)	Unit (if applicable)	Cost per Unit (\$)	Total
Traffic Signal Work			34,045
Cement Work			48,506
Traffic Striping Work			12,622
Excavation Permit			700
TOTAL DIRECT CAPITAL COSTS			95,873

4. CONSULTANTS (Identify purpose and or consultant)	Unit (if applicable)	Cost per Unit (\$)	Total
TOTAL CONSULTANTS			0

5. INDIRECT COSTS (Specify - explain costs, if any)	Overhead Rate	X BASE + Benefits	Total
Reimbursable Overhead, capped at 50%	50%	30,900	15,450
MTA Overhead Costs – 50% Remaining Balance	50%	30,900	15,450
TOTAL OTHER DIRECT COSTS			30,900
6. TOTAL ESTIMATED COST			168,648

Comments:			
		Date:	3/9/2010

March 10, 2010

Metropolitan Transportation Commission
Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700

Re: Eligibility for Regional Measure 2 funds

To Whom It May Concern:

This communication will serve as the requisite opinion of counsel in connection with the allocation to the Municipal Transportation Agency for funding from Regional Measure 2 Regional Traffic Relief Plan made available pursuant to Streets and Highways Code Section 30914(c) and (d) to promote and encourage safe bicycling to and from the Glen Park BART Station.

1. The Municipal Transportation Agency is an eligible implementing agency for the Regional Measure 2 funding.
2. The Municipal Transportation Agency is authorized to submit an allocation request for Regional Measure 2 funding to promote and encourage safe bicycling to and from the Glen Park BART Station.
3. I have reviewed the pertinent state laws and I am of the opinion that there is no legal impediment to the SFMTA making an application for Regional Measure 2 funding. Furthermore, as a result of my examination, I find that there is no pending or threatened litigation that might in any way adversely affect the proposed projects, or the ability of the San Francisco Municipal Transportation Agency to deliver such projects, except as follows:

On June 10, 2005, the City adopted the San Francisco Bicycle Plan. On November 7, 2006, the San Francisco Superior Court issued an order granting a petition for peremptory writ of mandate. The order prohibited the City from implementing portions of the Bicycle Plan until environmental review has been completed on the entire Plan, including implementation of bicycle improvements. Although the environmental review process has been completed and upheld by the San Francisco Board of Supervisors, the petitioners in the lawsuit have challenged the decision of the Board of Supervisors. In response to a motion from the City to dissolve the injunction, on November 25, 2009, the Superior Court modified the injunction to allow certain projects to be implemented, including installation of bike racks and construction of certain bike lanes. These projects, however, are subject to being reversed if petitioners prevail. The hearing on petitioners' objections is currently scheduled for June 1, 2010.

Very truly yours,

DENNIS J. HERRERA
City Attorney

Robin M. Reitzes
Deputy City Attorney

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Adopting Traffic Calming Projects for the Buena Vista Avenue – Roosevelt Way – 17th Street, Crestlake, Fillmore, St. Francis Wood, and Sunnyside neighborhoods.

SUMMARY:

- The goal of traffic calming is to minimize the negative impacts of motor vehicle travel and create balance among all modes of travel by working with the public to meet the needs of all road users.
- Residents from the Buena Vista Avenue – Roosevelt Way – 17th Street, Crestlake, Fillmore, St. Francis Wood, and Sunnyside communities requested traffic calming measures.
- After an extensive community process, staff developed traffic calming projects for these neighborhoods.
- Traffic calming measures include speed humps, speed cushions, sidewalk bulb-outs, traffic islands, trees and other streetscape elements.
- There has been an extensive community process, including numerous community meetings, workshops, newsletters, phone and email hotlines and working groups.
- The Transportation Advisory Staff Committee (TASC), which has representatives from Muni Operations, Police and Fire Departments, has reviewed these Projects.
- Funding to implement project plan elements are primarily slated to come from sales tax funds administered by the SF County Transportation Authority.
- Implementation of measures requires that SFMTA pursue legislation and public hearings of specific design elements.

ENCLOSURES:

1. SFMTAB Resolution
2. Traffic Calming Study Area Project Maps

APPROVALS:

DATE

DIRECTOR OF DIVISION

PREPARING ITEM _____

FINANCE _____

EXECUTIVE DIRECTOR/CEO _____

SECRETARY _____

ADOPTED RESOLUTION

BE RETURNED TO Mike Sallaberry

ASSIGNED SFMTAB CALENDAR DATE: _____

PURPOSE

Adoption of traffic calming projects for the Buena Vista Avenue – Roosevelt Way – 17th Street, Crestlake, Fillmore, St. Francis Wood, and Sunnyside neighborhoods.

GOAL

Project intends to fulfill Goal 1 and Objective – 1.1 of the SFMTA Strategic Plan:

Goal 1 - Customer Focus: To provide safe, accessible, reliable, clean and environmentally sustainable service and encourage the use of auto-alternative modes through the Transit First Policy

Objective - 1.1 - Improve safety and security across all modes of transportation

DESCRIPTION

The passage of Proposition K in 2003 reauthorized the half-cent sales tax and dedicated funding for traffic calming projects when very little funding for such projects had existed before. Proposition K set aside up to \$68 M over 30 years for traffic calming. The San Francisco County Transportation Authority (SFCTA) is charged with administering the funds through the Sales Tax Expenditure Plan. In 2004, SFMTA staff developed a five-year plan jointly with the SFCTA and the public to define guidelines on how these sales tax funds will be prioritized. The primary factors used in prioritizing which neighborhoods to evaluate include traffic speeds, volumes, collision history, proximity to pedestrian generators and evidence of exhibition driving.

The goal of traffic calming is to minimize the negative impacts of motor-vehicle travel, and create balance among all modes of travel by working with the public to meet the needs of street users. A primary objective of each project is to reduce speeds, where they are found to be excessive, to be more consistent with the current 25 MPH speed limit on these mostly residential streets.

To this end, staff developed traffic calming projects in the following neighborhoods (Project Areas):

1. Buena Vista Avenue – Roosevelt Way – 17th Streets;
2. Crestlake (bounded approximately by Sunset Boulevard, Sloat Boulevard, Vicente Street, and Crestlake Drive);
3. Fillmore Street between Grove Street and Geary Boulevard (including Webster and Ellis Streets intersection);
4. St. Francis Wood (bounded approximately by Darien Way, Monterey Boulevard, Miraloma Drive, Portola Drive, and Junipero Serra Boulevard); and
5. Sunnyside (bounded approximately by Circular Avenue, Judson Avenue, Hazelwood Avenue, Mangels Avenue, Congo Street, and Bosworth Street).

PAGE 3.

These projects were requested by residents within each community, and initiated by staff after applications for each project were reviewed and prioritized according to the City-adopted Traffic Calming Guidelines. For each project, staff convened several meetings to seek input from residents, neighbors and other stakeholders. To facilitate community input and to make the project areas more manageable, staff convened smaller community working groups (CWGs) to serve as liaisons between the community at large and staff working on each Project. Each CWG consists of about 5-10 community members who invested their time working with staff to develop and refine the projects.

Staff collected traffic volume and speed data based on input from the community and CWGs to determine which streets warranted traffic calming measures. Not all streets had problems severe enough to warrant measures. Staff also worked with the community to come up with other measures that did not plainly divert traffic from one street to another. Staff also worked on the technical side with various City agencies, including Fire, Police, and Public Works, as well as within the SFMTA, to make sure that congestion and impacts to Muni were considered. Another factor the program considered was minimizing any impact to people with disabilities. They have expressed concerns with speed humps in particular.

Each traffic calming project contains several phases. Traffic calming measures are implemented incrementally, with the simpler and less expensive measures implemented first ("Phase 1 measures"). This allows SFMTA staff and the community time to evaluate the changes before moving on. It also ensures that more expensive measures and improvements are installed only after the Phase 1 measures have been tried but have not produced the desired results. SFMTA intends to be aggressive in going after grants to fund the more expensive measures and to coordinate with other partner City agencies.

Although there are a number of bicycle routes that traverse the project areas, no bicycle lanes, paths, signs, pavement markings or racks were identified as measures to be implemented as part of these projects.

Next Steps:

Staff will pursue implementation of Phase 1 measures in the first part of next year, to the extent of our current Traffic Calming funding.

For some measures, staff will ballot residents within a block to determine whether the measure should be installed on that block. Upon majority approval by ballot, the matter will be scheduled for a public hearing before construction.

ALTERNATIVES CONSIDERED

The development of these projects included feedback on various alternatives by the community and various City stakeholders. Staff feels the projects in front of the SFMTA Board are the best alternatives given the feedback sought and considered.

PAGE 4.

FUNDING IMPACT

Once a project is adopted, the project then becomes eligible for several grants in addition to sales tax funds. Grants like Safe Routes to Transit, Safe Routes to Schools, and Transportation for Livable Communities usually require adopted plans to ensure that grant applications are project-ready and have been vetted fully with the community and technical City staff. Staff will be submitting allocation requests for sales tax funding in this fiscal year for the early action items identified in each project area.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The Planning Department has reviewed these Projects and has issued a Certificate of Exemption from Environmental Review (Categorical Exemption, Class 1 and 3 State CEQA Guidelines under 15301 and 15303).

The City Attorney has reviewed this report.

RECOMMENDATION

Staff recommends that the San Francisco Municipal Transportation Agency Board of Directors adopt the Traffic Calming Projects for the Buena Vista Avenue – Roosevelt Way – 17th Street, Crestlake, Fillmore, St. Francis Wood, and Sunnyside neighborhoods, as shown in the attachments.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The San Francisco Municipal Transportation Agency (SFMTA) developed a Five-Year Plan for Traffic Calming Projects citywide, to lay out a funding strategy for sales tax funds dedicated to such Projects under Proposition K, which was passed in 2003 and reauthorized the half cent sales tax over the next 30 years; and,

WHEREAS, Buena Vista Avenue – Roosevelt Way – 17th Street, Crestlake, Fillmore, St. Francis Wood, and Sunnyside (Project Areas) are the neighborhoods that were selected to be studied according to the Five Year Plan, based on factors such as traffic speeds, volumes, and collision history as well as other related factors; and,

WHEREAS, Residents from these communities requested traffic calming measures to be evaluated on their neighborhood streets; and,

WHEREAS, SFMTA staff held several meetings and workshops in each Project Area to solicit community input towards the development of the Traffic Calming Project for that neighborhood; and,

WHEREAS, Traffic Calming Projects have been developed for each of the selected neighborhoods, as depicted in the Project Maps that have been submitted to the SFMTA Board; and,

WHEREAS, The Transportation Advisory Staff Committee has reviewed each Project; and,

WHEREAS, The SFMTA intends to seek funding from the San Francisco County Transportation Authority and other sources for the Traffic Calming Projects adopted by the Board; and,

WHEREAS, Implementation of certain parking or traffic measures will be subject to additional review and approval, as required by law, including further environmental review and approval by this Board; now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors adopts the Traffic Calming Projects for the Buena Vista Avenue – Roosevelt Way – 17th Street, Crestlake, Fillmore, St. Francis Wood, and Sunnyside neighborhoods.

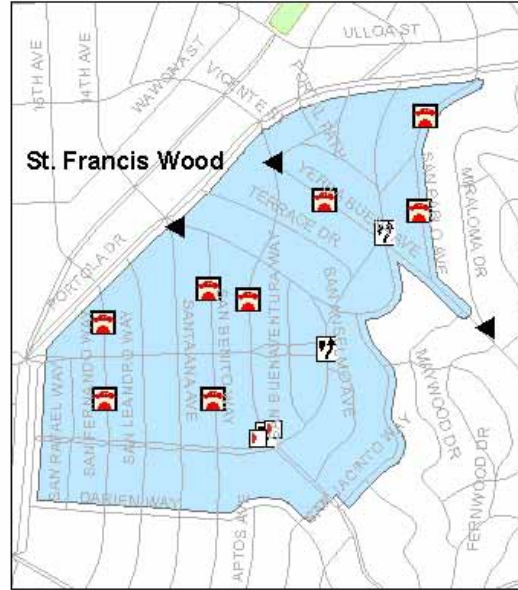
I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of _____.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

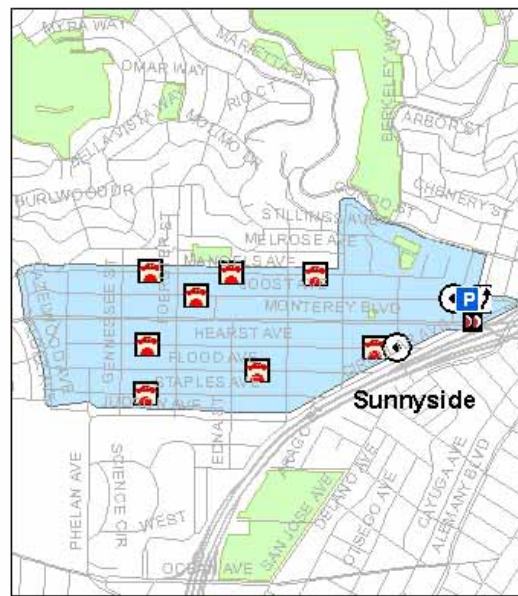
ENCLOSURE 2



Traffic Calming Program Areawide Projects



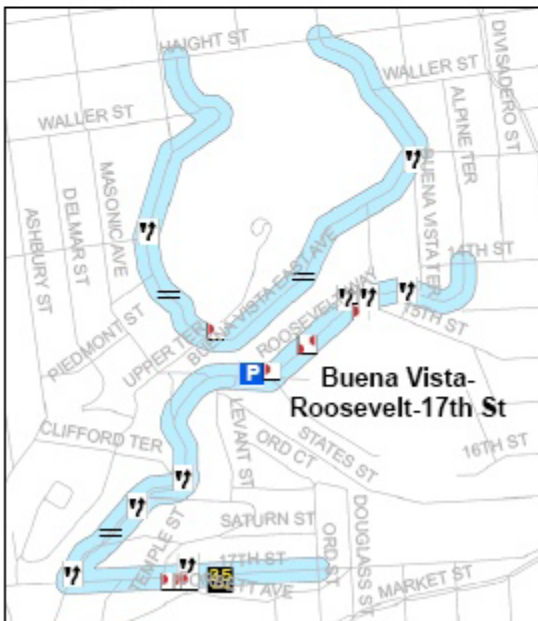
- Bulb-out or Choker
- Channelization
- Chicane
- Island or Gateway
- Island Modification
- Parking Changes
- Striping Changes
- Speed Hump or Raised Crosswalk
- Speed Radar Sign
- Traffic Circle



ENCLOSURE 2



Traffic Calming Program Areawide Projects



- Bulb-out or Choker
- Channelization
- Chicane
- Island or Gateway
- Island Modification
- Parking Changes
- Striping Changes
- Speed Hump or Raised Crosswalk
- Speed Radar Sign
- Traffic Circle



ENCLOSURE 2

Glossary of Traffic Calming Measures

Angle Parking – installing angle parking like 90-degree (perpendicular) parking on wide streets visually narrows the street and discourages speeding

Bulbs – Sidewalk bulbs physically changes the roadway by moving the curb farther towards the middle of the street. They are used to narrow the roadway and to create shorter pedestrian crossings. They also improve sight distance and influence driver behavior by changing the appearance of the street.

Bus Bulbs – These are longer than typical corner bulbs and are designed to accommodate buses at transit stops.

Bump Removal – There are a number of old rumble strips throughout the City that were installed decades ago. These old-style bumps should be removed and upgraded to speed humps, if warranted.

Channelization Islands – At wide intersections, a channelization island can be installed to better define motorists' and pedestrians' path of travel.

Chicane –a measure used to introduce horizontal deflection along a roadway and remove the temptation for motorists to travel quickly down a straight line. This 'shift' in the roadway can be accomplished by alternating angle parking with parallel along the block.

Circle – traffic circles can be used to reclaim space at wide intersections and slow vehicles at intersections. These must be designed carefully to accommodate emergency vehicles and other larger vehicles.

Edgelines – painted markings that visually narrow the street. By directing traffic farther away from parked cars or sidewalks, edgelines provide extra buffer for pedestrians and other road users.

Gateway/Gateway Island – a gateway treatment gives motorists a visual cue that they have entered a residential or special neighborhood. Treatments range from a median island to bulbs from both sides of the street.

Median Island - raised islands in the center of street that can be used to narrow lanes for speed control and/or be used for pedestrian refuges in the middle of the crosswalk.

Speed Hump - asphalt mounds constructed on residential streets. Speed humps are typically 12 feet long and 3.5 inches high. Their vertical deflection encourages motorists to reduce speed.

Speed Cushion – a Speed Hump with slots to minimize vertical deflection impacts on bus routes.

ENCLOSURE 2

TRAFFIC CALMING MEASURES

Speed Hump/Speed Cushion



Speed Hump



Speed Cushion

What it is: Speed humps are asphalt mounds constructed on residential streets. They can be placed by itself or in a series depending on the length of the street. Speed humps are usually spaced at least 150 feet from an intersection and apart from each other. Speed humps are typically 12 feet long and 3.5 inches high. Their vertical deflection encourages motorists to reduce speed.

When they are used: The primary benefit of speed humps is speed control.

Advantages:

- Effectively reduces vehicle speeds
- Does not require parking removal
- Can reduce vehicular volumes
- Easily tested on temporary basis

Disadvantages:

- Slows emergency vehicles
- May increase noise near speed humps
- May divert traffic to parallel streets
- May not be esthetically pleasing

Special Considerations:

- Vehicle speeds between humps have been shown to decrease by up to 25%
- Volumes may decrease if parallel route, without measures, is available
- Possible increase in traffic noise from braking and accelerating
- Highest noise may increase from buses and trucks
- Speed humps may reduce emergency vehicle response times
- Speed humps require advance warning signs and object marker at hump
- Difficult to construct precisely, unless prefabricated

ENCLOSURE 2

Sidewalk Bulb-out



Sidewalk Bulb-out



Landscaped Bulb-out

What it is: Sidewalk bulb-outs narrow the street by extending the curbs toward the center of the roadway or by building detached raised islands to allow for drainage.

When they are used: Sidewalk bulb-outs are used to narrow the roadway and to create shorter pedestrian crossings. They also improve sight distance and influence driver behavior by changing the appearance of the street.

Advantages:

- Better pedestrian visibility
- Shorter pedestrian crossing
- Can decrease vehicle speeds
- Opportunity for landscaping

Disadvantages:

- Can require removal of parking
- Can create drainage issues
- Difficult for trucks to turn right

Special Considerations:

- Curb extensions can be installed at intersections
- Curb extensions should not extend into bicycle lanes, where present
- Curb extensions at transit stops enhance service
- No noise or emergency service impacts
- May require landscape maintenance to preserve sight distances

ENCLOSURE 2

Median Islands



Pedestrian Refuge Island



Chicane



Traffic Circle



Traffic Choker

What it is: Median islands are raised islands in the center of street that can be used to narrow lanes for speed control and/or be used for pedestrian refuges in the middle of the crosswalk. As a last resort, they can create a barrier to prohibit left-turns into or from a side street. Median islands come in different shapes and forms, each of which has its own name. They include medians, chokers, chicanes, circles and diverters.

When they are used: Median islands are used on wide streets to lower travel speeds and/or used to provide a mid-point refuge area for crossing pedestrians. As a last resort, they can be used to prohibit left-turning movements.

Advantages:

- Effectively reduces vehicle speeds
- Can reduce pedestrian crossing
- Opportunity for landscaping
- Low impact on emergency vehicles (chicane)

ENCLOSURE 2

- Can reduce collision potential (choker)
- Can increase sight distance (choker)
- Better side street access than others (circle)

Disadvantages:

- May require parking removal
- May impede certain movements such as driveway access, trucks and emergency vehicles
- May require additional right-of-way (chicane)
- Increased maintenance (chicane)
- May create drainage issues (chicane, choker)
- May be a hazard for bicyclists (choker)
- May divert traffic volumes (diverters)

Special Considerations:

- Median islands, when used to block side street access, may divert traffic
- In this condition, they may impact emergency response times
- All forms of median islands may visually enhance the street through landscaping
- Any lane width reduction should result in at least 10 foot lanes.
- Bicyclists would rather avoid lane narrowing
- Driveway access needs to be considered
- Speeds generally reduced when street cross-section reduce significantly
- Emergency response agencies prefer medians and chokers over other median types
- Where right-of-way is limited, chicanes are not recommended
- When both approach volumes moderate, chicanes better than chokers.
- Parking may be significantly reduced with chokers and chicanes
- Chicanes and chokers may increase conflicts with bicycles
- Chicanes and circles have the least noise impact
- Chicanes and circles can be installed in a series, alone or in combination with each other
- Buses can maneuver around traffic circles at slow speeds
- All medians require more signs and pavement markings (especially circles)
- Traffic circles are less effective at T-intersections and offset intersections

ENCLOSURE 2

Measure	Type
Project R-BV-17	
17th Street at Corbin Pl Steps - Median Island	Island
17th Street from Temple to Ord Sts - EB - Speed-Radar Sign	Other
Roosevelt from Museum Way to Park Hill Ter/15th St - Chicane	Island
Roosevelt at Park Hill/15th St - Two Islands	Island
Buena Vista Ave at Upper Ter - Bulb-out	Bulbouts
17th Street at Corbin Pl Steps - Chokers	Island
Roosevelt at Museum Way - Bulb-out	Bulbouts
Roosevelt from 17th St to Lower Ter - Upper Roosevelt option (radar sign or island)	island
Roosevelt from 17th St to Lower Ter - Edge Lines	Other
17th Street at Temple St - Bulb-out	Bulbouts
Buena Vista Ave at Frederick St - Pedestrian Island	Island
Roosevelt at Buena Vista Ter - Median Island	Island
Buena Vista Ave from Frederick St to Buena Vista Ter - Edge Lines	Other
Roosevelt at 17th St - Pedestrian Island	Island
Roosevelt at Clifford Ter - Pedestrian Island	Island
Roosevelt at 15th St - Bulb-out	Bulbouts
Buena Vista Ter at Buena Vista Ave East - Pedestrian Island	Island
Project CTLK	
Paint Red Zones at various intersections	Other
36th Ave btwn Yorba St and Sunset Blvd	Island
37th Ave btwn Yorba St and Sunset Blvd	Island
34th Ave btwn Yorba St and Wawona St	Speed Hump
35th Ave btwn Yorba St and Wawona St	Speed Hump
36th Ave btwn Yorba St and Wawona Sts	Speed Hump
Crestlake Dr btwn Yorba St and Wawona St	Speed Hump
34th Ave btwn Wawona St and Vicente	Speed Hump
35th Ave btwn Wawona St and Vicente	Speed Hump
36th Ave btwn Wawona St and Vicente	Speed Hump
Crestlake Dr btwn Constanso Wy and El Mirasol Pl	Speed Hump
Crestlake Dr at Wawona St - island	Island
34th Ave at Yorba St - bulb outs	Bulbouts
Escolta Way btwn 33rd Ave and 31st Ave	Speed Hump
Wawona St btwn 33rd Ave and 30th Ave	Speed Hump
Project FILLMO	
Fillmore at Ellis - Ped Visibility Improvements	other
Webster at Ellis - Ped Visibility Improvements	other
Webster at Ellis - Median Extension/Thumbnail Island	island
Fillmore at Ellis - Bulb-outs	Bulbouts
Webster at Ellis - Bulb-outs	Bulbouts
Fillmore at O'Farrell - Bulb-outs	Bulbouts
Fillmore at Turk - Bulb-outs	Bulbouts
Fillmore at Golden Gate - Bulb-outs	Bulbouts

ENCLOSURE 2

Measure	Type
Fillmore at O'Farrell - Raised Crosswalk	Bulbouts
Project SFW	
Yerba Buena Wy btwn Santa Paula Ave and Santa Clara Ave Hump	Speed Hump
Santa Clara Ave btwn St. Francis Blvd and Monterey Blvd cushion	Speed Hump
Santa Ana Ave btwn Portola Dr and St. Francis Blvd hump	Speed Hump
Santa Ana Ave btwn St. Francis Blvd and Monterey Blvd hump	Speed Hump
San Benito Wy btwn Portola Dr and St. Francis Blvd hump	Speed Hump
San Benito Wy btwn St. Francis Blvd and Monterey Blvd hump	Speed Hump
Santa Ana Ave at San Anselmo and Portola Dr channelization	Island
Santa Clara Ave btwn St. Francis Blvd and San Anselmo Ave hump	Speed Hump
San Fernando Wy btwn St. Francis Blvd and Portola Dr hump	Speed Hump
San Fernando Wy btwn St. Francis Blvd and Monterey hump	Speed Hump
San Pablo Ave btwn Yerba Buena Ave and Santa Monica Wy hump	Speed Hump
San Pablo Ave btwn Santa Monica Wy and Portola Dr hump	Speed Hump
Yerba Buena Ave at San Pablo Ave island	Island
Santa Clara Ave at Yerba Buena Ave channelization, landscaping	Island
Yerba Buena btwn Miraloma and San Pablo hump	Speed Hump
Santa Clara Ave intersection north of Monterey island, choker, bulb out	Bulbouts
Yerba Buena Ave at Santa Paula Ave island	Island
San Anselmo Ave at St. Francis Blvd island	Island
Project SNYSD	
Hearst Ave between Baden and Congo	Speed Hump
Flood Ave between Detroit and Edna	Speed Hump
Mangels Ave between Foerster and Genessee	Speed Hump
Mangels Ave between Foerster and Detroit	Speed Hump
Hearst Ave between Foerster and Genessee	Speed Hump
Staples Street between Foerster and Genessee	Speed Hump
Joost Ave between Edna and Foerster	Speed Hump
Mangels Ave between Detroit and Congo	Speed Hump
Intersection of Joost and Lippard median island	Island
Intersection of Hearst and Baden traffic circle	Island
Intersection of Acadia and Joost traffic circle	Island
Intersection of Joost and Monterey expand median	Island
Intersection of Monterey Boulevard and Circular expand median	Island
Joost between Acadia and Lippard 90 degree parking	Other

THIS PRINT COVERS CALENDAR ITEM NO: 11

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Finance & Information Technology

BRIEF DESCRIPTION:

Presentation and discussion of the Operating Budget for FY 2011 and FY 2012 and public hearing regarding possible changes to various fares, fees, fines, rates and charges, transit service modifications and expenditure reductions.

SUMMARY:

- Charter section 8A.106 provides that the SFMTA must submit a two year budget by May 1st of each even-numbered year.
- On March 2, 2010, the SFMTA Board of Directors reviewed the Projected Budget for FY 2011 and FY 2012 that includes a \$56.4 million deficit in the first year and a \$45.3 million deficit for the second year due mainly to a continuing global economic downturn. These figures are not cumulative.
- Based on feedback from the Board of Directors and the public, changes to fares, fees, fine, rates and charges, certain expenditure reductions, revenue options and service modifications are proposed to balance the Operating Budget for FY 2011 and FY 2012. Pursuant to Charter Section 16.112 and the Rules of Order of the Board of Directors, advertisements were placed in the City's official newspaper for a five-day period beginning on March 9th to provide notice that the Board of Directors will hold a public hearing on March 30, 2010, to consider possible changes to fares, fees, fines, rates and charges as well as transit service modifications.

ENCLOSURES:

1. Exhibit 1-5

APPROVALS:

DEPUTY OF DIVISION

PREPARING ITEM

FINANCE

EXECUTIVE DIRECTOR/CEO

SECRETARY

DATE

ASSIGNED SFMTAB CALENDAR DATE: _____

PURPOSE

Public hearing to discuss the Projected Operating Budget for FY 2011 and FY 2012 including changes to fares, fees, fines, rates and charges as well as transit service modifications and other expenditure reductions to address the \$55.5 million deficit for FY 2011 and \$45.3 million deficit for FY 2012.

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

The SFMTA is preparing a two-year Operating Budget for FY 2011 and FY 2012 for submittal to the Mayor by May 1, 2010 as required by Charter section 8A.106. On March 2, 2010, the SFMTA Board of Directors reviewed the Projected Operating Budget for FY 2011 and FY 2012 that includes a \$56.4 million deficit in the first year and a \$45.3 million deficit for the second year. Section 8.A.106 of the Charter requires that the MTA submit a balance budget. Solutions to balance the operating budget in the first year would carryover and resolve the second year deficit.

The Projected Operating Budget for FY 2011 and FY 2012 as presented to the SFMTA Board of Directors on March 2, 2010 is outlined in the tables below:

Category	Projected FY 2011 Operating Budget (millions)	Projected FY 2012 Operating Budget (millions)
Revenues	700.4	714.5
Expenditures	756.8	759.8
TOTAL PROJECTED DEFICIT	(\$56.4)	(\$45.3)

Revenue Category	Projected FY 2011 Operating Budget (millions)	Projected FY 2012 Operating Budget (millions)
Transit Fares	179.7	180.7
Operating Grants	74.8	75.5
Parking and Traffic Fees and Fines	240.3	248.3
Taxi Services	13.2	13.2
Other (Advertising, Interest, TIDF)	23.1	23.5
General Fund Transfer	169.3	173.3
Fund Balance - Appropriated	0	0
TOTAL	\$700.4	\$714.5

Expenditure Category	Projected FY 2011 Operating Budget (millions)	Projected FY 2012 Operating Budget (millions)
Salaries & Benefits	456.1	459.1
Contracts and Other Services	68.4	68.0
Materials & Supplies	43.0	42.8
Equipment & Maintenance	50.0	50.5
Rent & Building	7.0	7.0
Insurance & Payments to Other Agencies	68.6	68.6
Rainy Day Reserve	0.0	0.0
Work Orders	63.8	63.8
TOTAL	\$756.8	\$759.8

To address the deficits for FY 2011 and FY 2012, the SFMTA Board of Directors will consider various options listed below including service modifications and changes to fares, fees, fines, rates and charges that support transit service.

Proposed Category	Description	FY 2011 Amount	FY 2012 Amount
Increase Transit Fares	<p>On April 21, 2009, the SFMTA Board of Directors approved an Automatic Indexing Implementation Plan applicable to transit fares and other charges not subject to legal limitations beginning FY 2011. Automatic Inflator = ½ CPI Increase + ½ Labor CPI-U Forecast. Increases shall be rounded to the nearest \$0.25, \$0.50 or \$1.00.</p> <ul style="list-style-type: none"> • FY 2011 = ½ (+2.8%) + ½ (-5.8%) = 0% • FY 2012 = ½ (+2.9%) + ½ (+0.7%) = 1.8% <p>(See Exhibit 1)</p>	n/a	\$3.5
SFGH Parking Rate	New fee for a 7-Day campus permit for physicians who are assigned for a short period. Rate Equals \$200/monthly compared to the existing monthly rate of \$120.	No revenue impact, fee clean up	No revenue impact, fee clean up
Neighborhood Parking Permits	Fees are proposed at full cost recovery. \$2 increase in FY 2011 and an additional \$2 in FY 2012. FY 2010 fee is \$96 (See Exhibit 2)	\$0.4m	\$0.4m
Color Curb Fees	These zones include white zones (passenger loading and unloading), green zones (10-minute parking), red zones (no parking), and yellow zones (freight loading and unloading). The cost recovery fee was set in April 2008. (See Exhibit 2)	\$0.01m	\$0.012m
Temporary Street Closure Fees	The cost recovery fee for a single event permit is currently \$150 for neighborhood block parties and \$475 for other events with progressive increases for late applications. Modest increases are proposed to recover administrative costs. (See Exhibit 2)	\$0.004m	\$0.005m
Special Traffic Permit Fees	The current base fee is \$136 for application processing and \$28 for each day of the permit. A late fee of \$155 is charge if the application submitted is less than two days in advance of the work. Fees are proposed for FY 2011 and FY 2012 to recover cost of administering the program. (See Exhibit 2)	\$0.008m	\$0.01m
Boot Removal Fees	The current fee is \$245 and proposed at \$272 for FY 2011 and \$280 for FY 2012 base on cost recovery. There are 4,969 projected boot fee payments for FY 2010. (See Exhibit 2)	\$0.1m	\$0.12m
Tow and Storage Fees	Rates were last increased in July 1, 2007. Current Auto Tow Fees are \$330.00 and Daily Storage Rates (Day 1) are \$43.25 with	\$2.0m	\$2.0m

Proposed Category	Description	FY 2011 Amount	FY 2012 Amount
	Subsequent Storage Days Fees at \$51.75. An increase is proposed for FY 2011 are to cover SFMTA and contractor costs. (See Exhibit 2)		
Special Collections Fee	In 2007, the SFMTA Board set a flat fee of \$25 which included a 7.7% SFMTA overhead rate plus a base fee of \$23.21. Increasing the fee to \$30 will allow for a base fee of \$25 plus a 40% overhead / administrative recovery which is below the 56% Agency wide overhead rate. (See Exhibit 2)	\$0.47m	\$0.47m
Cable Car Rental Fee Historic Street Car Rental Fee	Rental rates for these vehicle and facilities. Current rates for cable car charters are \$467 for a two hour minimum rental period and \$173 for an each additional hour. Current rates for historic street car rentals are \$438 and \$173 respectively. Increases are proposed to recover cost of operating vehicles and facilities. (See Exhibit 2)	\$.003m	\$.003m
Disabled Placard Parking Citation Penalties	Raise the fee to \$1,000 to the maximum allowed fee under law from the rate of \$750 in FY 2012. (See Exhibit 3).	n/a	\$0.1m
Motor Vehicle for Hire - Permit Fees	Increase annual and other permit fees to recover the cost of administering the program. (See Exhibit 4)	\$0.24m	\$.257m
Motor Vehicle for Hire - Cleaning Fee	Authorizing motor vehicle for hire drivers to collect and retain a cleaning fee from customers who permanently stain or temporarily render a taxi vehicle unfit for use as a Motor Vehicle for Hire. The amount of the fee charged to customers is proposed at \$100.00.	n/a	n/a
Motor Vehicle for Hire – Credit Card Convenience Fee	Authorizing Motor Vehicle for Hire drivers to recover credit card merchant fees.	n/a	n/a
Motor Vehicle for Hire – Administrative Penalty Schedule Change	Amend Transportation Coded Division II, Articles 300 and 1100. Fines imposed on motor vehicle for hire permit holders and on illegal motor vehicle for hire permit holders. (See Exhibit 5)	n/a	n/a
Medallion Leasing Fee	Charged to color scheme permit holders for monthly operations for returned medallions. Interim fee of \$1,900 in place until taxi medallions sales pilot program is underway.	Depends on recovered medallions	Depends on recovered medallions

Proposed Category	Description	FY 2011 Amount	FY 2012 Amount
Lost Meter Revenue Fee	Charged to individuals and companies that make meters inaccessible to parking (e.g. construction, bagging meters by the arts institution). Current rate is \$4.00 per day which should be raised according to the following formula: Average revenue collected per day = \$120,000 /24,000 meters = \$5.00 per day.	\$0.02m	\$0.02m
Translink/Clipper	Currently individuals getting a Translink Card are charged \$5 initially during the pilot phase. This charge will continue as the program is fully implemented. SFMTA will not get revenue from this initial \$5 charge.	n/a	n/a
Translink (Clipper) Limited Use Card Surcharge	The new gates at the stations will not accept cash, therefore, cash paying customers will be required to purchase a limited use card at a ticket vending machine to enter through the gates. This is a cost recovery amount paid directly to a vendor and will be \$0.25 for a 90-day card (\$0.29 for the card plus \$0.03 for a stocking fee plus \$0.03 for sales tax) for FY 2011 and \$0.50 for FY 2012.	\$1.4m	\$1.4m

Pursuant to Charter Section 16.112 and the Rules of Order of the Board of Directors, advertisements were placed in the City’s official newspaper to provide notice that the Board of Directors will hold public hearing on March 30, 2010, to consider possible changes 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 for a five-day period beginning on March 9, 2010.

ALTERNATIVES CONSIDERED

The SFMTA Board considered various options at the March 2, 2010 Board meeting and is considering options to balanced balance the Operating Budget for FY 2011 and FY 2012 at this meeting.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

- The SFMTA Board must approve a balanced Operating Budget for FY 2011 and FY 2012 for submittal to the Mayor and the Board of Supervisors by May 1, 2010.
- The City Attorney has reviewed this calendar item.

FUNDING IMPACT

Depending on which, if any, fares, fines, fees, rates, charges and transit services modifications the SFMTA Board of Directors will authorize, this will impact the FY 2011 and FY 2012 Operating Budget deficits.

RECOMMENDATION

It is recommended that the SFMTA Board of Directors consider the various options presented in this report to balance the Operating Budget for FY 2011 and FY 2012.

EXHIBIT 1

Public Transit Fares

Fare Type	Current Fares	FY 2011 Proposed Fares	FY 2012 Proposed Fares
Token Coupon Booklet	\$20.00	\$20.00	\$21.00
Adult Muni-Only Monthly Pass	\$60.00	\$60.00	\$62.00
Adult Fast Pass (includes BART w/in SF)	\$70.00	\$70.00	\$72.00
Senior/Youth/Disabled Monthly Pass Muni-Only Monthly Pass	\$20.00 (May 1, 2010)	\$20.00	\$21.00
Senior/Youth/Disabled Monthly Pass (includes BART w/in SF)	\$25.00 (May 1, 2010)	\$25.00	\$26.00
Lifeline Pass (low income)	\$30.00	\$30.00	\$31.00
Class Pass (students)	\$22.00	\$24.00	\$25.00
Cable Car Cash Fare/Tickets	\$5.00	\$5.00	\$6.00
1-Day Passport	\$13.00	\$13.00	\$14.00
3-Day Passport	\$20.00	\$20.00	\$21.00
7-Day Passport	\$26.00	\$26.00	\$27.00
Peninsula Pass/Regional Transit Sticker	\$55.00	\$55.00	\$57.00
Candlestick Park Express and Special Event Service: Adult	\$10.00	\$10.00	\$12.00
Candlestick Park Express and Special Event Service: Senior/Disabled/Youth	\$9.00	\$9.00	\$10.00
Candlestick Park Express and Special Event Service: Adult/Senior/Disabled/ Youth with valid pass or pass equivalent	\$7.00	\$7.00	\$8.00

Fares not included in the above table are not proposed to be increased as they do not round up to the nearest \$0.25 or \$1.00 increment pursuant to the Indexing Policy approved by the SFMTA Board of Directors.

EXHIBIT 2

Cost Recovery Fees

All fees in this exhibit are calculated based cost recovery methodology for SFMTA costs except for Tow and Storage Fees which includes both SFMTA cost recovery and contractor cost recovery.

Neighborhood Parking Permit Program (including Residential, Visitor, Business and Commercial, and Contractor Parking Permit Fees):

The Neighborhood Parking Program was established in 1976 to provide greater parking availability for City residents and merchants by discouraging long-term parking by non-residents or commuters. Presently there are 27 residential parking permit areas in the City. The fee for a standard annual permit was recently set in March 2010 at \$96.00. These parking permit fees are a cost recovery fee and proposed increases will offset the actual costs for enforcement and other expenses associated with the administration of the Neighborhood Parking Program. The SFMTA is proposing to increase the fee for residential, visitor, business and commercial, and contractor parking permits for FY 2011 and FY 2012 as described below.

Neighborhood Parking Permits	Projected Annual Permits	Current Fee	Cost Based Recovery FY 2011 Effective July 1, 2010	Cost Based Recovery FY 2012 Effective July 1, 2011
Residence (Annual)	46,061	\$96	\$98	\$100
Residence (6 months)	6,794	\$48	\$49	\$50
Business (Annual)	3,152	\$96	\$98	\$100
Business (6 months)	178	\$48	\$49	\$50
Student / Teacher / Carpool / Vanpool (Annual)	2,647	\$96	\$98	\$100
Student / Teacher / Carpool / Vanpool Annual (6 months)	184	\$48	\$49	\$50
Contractor (Annual)	3,067	\$807	\$825	\$842
Contractor (6 months)	97	\$404	\$413	\$821
Farmer's Permit (Quarterly)	71	\$150	\$153	\$156
Daily	500	\$13	\$13	\$14
Temporary (2 weeks)	1,196	\$33	\$34	\$34
Temporary (4 weeks)	1,867	\$48	\$49	\$50
Visitor (2 weeks)	1,657	\$33	\$34	\$34
Visitor (4 weeks)	911	\$48	\$49	\$50
Visitor (6 weeks)	257	\$63	\$64	\$66
Visitor (8 weeks)	1,715	\$81	\$83	\$85

Color Curb Program:

Residents, organizations, and business owners apply for various colored curb parking designations as authorized by the California Vehicle Code. These zones include white zones (passenger loading and unloading), green zones (10-minute parking), red zones (no parking), and yellow zones (freight loading and unloading). The program's costs are funded by fees charged to the requestors. Yellow zones have historically not had a fee associated with them. Yellow zones are often initiated by Parking and Traffic to reduce double parking which may delay Muni buses and LRV trains. The yellow zones generally serve the entire block and not a specific business. Some taxi and tour bus zones are assessed white zone fees when the zone serves a hotel or identifiable commercial entity or beneficiary. The proposed increases in Color Curb Program fees are estimated to generate an additional \$10,000 for FY 2011 and \$12,000 for FY 2012 to offset the costs of enforcement and other expenses associated with the administration of the program. These permit fees were last raised in April 1, 2008. To lessen that impact on homeowners and businesses, we propose increasing the fees over three years instead of charging the full cost based recovery amount.

Color Curb Program

White or Green Zones	Annual Quantity	Current Fee	FY 2011 Proposed Effective July 1, 2010	FY 2012 Proposed Effective July 1, 2011
Application Processing Fee:				
1 to 22 Feet	43	\$424	\$509	\$611
23 to 44 Feet	20	\$847	\$1,016	\$1,220
45 to 66 Feet	4	\$1,271	\$1,525	\$1,830
66 or More Feet	6	\$1,695	\$2,034	\$2,441
Painting Fee:				
1 to 22 Feet	43	\$199	\$239	\$287
23 to 44 Feet	20	\$399	\$479	\$575
45 to 66 Feet	4	\$598	\$718	\$861
66 or More Feet	6	\$797	\$956	\$1,148
Painting Renewal Fee:				
1 to 22 Feet	238	\$199	\$239	\$287
23 to 44 Feet	322	\$399	\$479	\$575
45 to 66 Feet	118	\$598	\$718	\$861
66 or More Feet	61	\$797	\$956	\$1,148

Red Zone Painting (Driveway Tips)	Annual Quantity	Current Fee	FY 2011 Proposed Effective July 1, 2010	FY 2012 Proposed Effective July 1, 2011
Application Processing Fee	750	\$100	\$120	\$144

Painting Fee	750	\$93	\$112	\$134
--------------	-----	------	-------	-------

Temporary Street Closure:

A temporary street closure permit is required for events such as neighborhood block parties, street fairs, athletic or other events. The proposed increase in temporary street closure permit fees are estimated to generate an additional \$4,000 for FY 2011 and \$5,000 for FY 2012 to offset the cost of enforcement and other expenses associated with the administration of this program. These fees were last raised in April 1, 2008. The fee schedule imposes greater increases for late applications. The increase for neighborhood block party permits is more modest and does not fully recover costs.

Street Closure fees	Annual Permits Issued	Current Fee	FY 2011 Proposed Effective July 1, 2010	FY 2012 Proposed Effective July 1, 2011
Neighborhood Block Party				
At least 60 days in advance	51	\$150	\$150	\$150
Fewer than 60 days	24	\$200	\$200	\$200
Fewer than 30 days	16	\$400	\$400	\$400
Fewer than 7 days	0	\$450	\$450	\$450
All Other Events				
At least 60 days in advance	103	\$475	\$480	\$497
Fewer than 60 days	42	\$575	\$581	\$602
Fewer than 30 days	40	\$675	\$682	\$706
Fewer than 7 days	13	\$775	\$784	\$811

Special Traffic Permit:

A Special Traffic Permit is required for any work that obstructs traffic on any street or sidewalk area due to construction, excavation, or other activity. A contractor must apply for a permit at least two business days prior to commencing work. The current permit fee is \$136 for processing and \$28 per day for the duration of the project. To address situations when permit applications are submitted with less than two business days prior to the work, a late fee of \$155 is currently assessed. The proposed increase in the special traffic permit fees are estimated to generate an additional \$8,000 for FY 2011 and \$10,000 for FY 2012 to offset the cost of enforcement and other expenses associated with the administration of the program.

Special Traffic Permits	Annual Permits Issued	Current Fee	FY 2011 Proposed Effective July 1, 2010	FY 2012 Proposed Effective July 1, 2011
Base Permit - Processing	1,135	\$136	\$175	\$176
Daily Fee	2,201	\$28	\$36	\$36

Special Traffic Permits	Annual Permits Issued	Current Fee	FY 2011 Proposed Effective July 1, 2010	FY 2012 Proposed Effective July 1, 2011
Late Fee	175	\$155	\$200	\$201

Boot Removal Fee:

A fee to remove a boot from a vehicle which is placed on a vehicle with five or more citations. This is a cost recovery fee which was last set in 2008. The proposed increase in the boot removal fee is estimated to generate an additional \$100,000 for FY 2011 and \$125,000 for FY 2012 to offset the cost of enforcement and other expenses associated with the administration of the program.

Description	FY 2010 Projected Removals Paid	Current Fee	FY 2011 Proposed Effective July 1, 2010	FY 2012 Proposed Effective July 1, 2011
Boot Removal Fee	4,869	\$245	\$272	\$280

Auto Tow and Storage Fees:

The SFMTA contracts with AutoReturn to provide auto towing and storage services. Auto tow and storage fees partially recovers the cost of the contract and administrative oversight.

Description	Current Rate	FY 2011 Proposed Effective July 1, 2010	FY 2012
SFMTA Admin Fee	\$155.75	\$186.50	No change
AutoReturn Tow Fee	\$174.25	\$199.25	No change
TOTAL TOW FEE	\$330.00	\$385.75	No change
SFMTA Storage Fee - Day 1	\$2.00	\$2.00	No change
AutoReturn Storage Fee - Day 1	\$41.25	\$49.25	No change
TOTAL STORAGE FEE-DAY 1	\$43.25	\$51.25	No change
SFMTA Storage Fee – Subsequent Days	\$2.25	\$2.25	No change
AutoReturn Storage Fee – Subsequent Days	\$49.50	\$57.50	No change
TOTAL STORAGE FEE - subsequent	\$51.75	\$59.75	No change

Approval of these fees above will be prorated to all fees under the contract.

Special Collection Fee:

Special Collections fee for delinquent collections. SFMTA is charged for these services by a contractor, this fee allows the SFMTA to recover these charges for delinquent customers.

Flat Fee Calculations (Parking Citations)	FY 2011 Projected
Number of Collection Payments	93,075
Amount Collected	\$8,515,905
34% Collection Fee (PRWT)	\$2,333,330
Projected Base to recover collection fee costs charged by vendor	\$25
Administrative Overhead for SFMTA	\$5
Proposed Fee	\$30

Cable Car/Historic Street Car Rental Fee:

The amounts proposed are projected to recover costs associated with the maintenance, operations and administering rental of vehicles.

Description	Current Rate	FY 2011 Proposed Effective July 1, 2010	FY 2012 Proposed Effective July 1, 2011
Cable Car Rental Fee:			
2 Hour Minimum Rental Fee	\$467.00	\$704.00	\$727.00
Subsequent Hours	\$173.00	No Change	No Change
Historical Streetcar Rental Fee:			
2 Hour Minimum Rental Fee	\$438.00	\$646.00	\$671.00
Subsequent Hours	\$173.00	No Change	No Change

EXHIBIT 3

[Posted as a separate file for accessibility]

EXHIBIT 4

Taxi Services - Revenues

The table below outlines the proposed cost recovery fees for FY 2010-2011 and FY 2011-2012 to cover the projected expenditures.

DESCRIPTI ON	FY 2010 Current Fee	FY 2010 Projected Revenue	FY 2011 Proposed Fee	FY 2011 Projected Revenue	FY 2012 Proposed Fee	FY 2012 Projected Revenue
Driver Permit Application	\$104.50	\$104,500	\$135.50	\$203,245	\$135.50	\$203,245
Driver Renewals (P44)	\$68.50	\$478,062	\$88.50	\$601,803	\$88.50	\$619,504
Color Scheme 16 to 49 medallions (P69)	\$5,638.50	\$28,193	\$4,000	\$20,018	\$4,000	\$20,018
Color Scheme 50 to 149 medallions (P69)	\$6,003.50	\$54,032	\$6,000.00	\$42,025	\$6,000.00	\$42,02
Color Scheme 150 or more medallions (P69)	n/a	n/a	\$8,000	\$16,007	\$8,000	\$16,007

EXHIBIT 5

Administrative Penalty Schedule

<u>TRANSPORTATION CODE SECTION</u>	<u>DESCRIPTION</u>	<u>FINE AMOUNT</u> <u>1st/2nd/3rd offense</u>
<u>CONDITIONS APPLICABLE TO ALL PERMITS</u>		
<u>Div II § 1105(a)(1)</u>	<u>Operating without a permit</u>	<u>\$5000</u>
<u>Div II 1105(a)(6)</u>	<u>Failure to comply with laws and regulations</u>	<u>\$75/\$150/\$450</u>
<u>Div II § 1105(a)(7)</u>	<u>Failure to comply with SFMTA orders</u>	<u>\$200 per occurrence</u>
<u>Div II § 1105(a)(8)</u>	<u>False statements to SFMTA</u>	<u>\$250/\$400/\$500</u>
<u>Div II § 1105(a)(9)</u>	<u>Failure to arrange continuous operation of a permit</u>	<u>Possible Revocation</u>
<u>Div II § 1105(a)(10)</u>	<u>Accepting and/or soliciting gifts from Drivers</u>	<u>\$200/\$400/\$600</u>
<u>Div II 1105 (a)(8)</u>	<u>Making false claim or request for payment or approval</u>	<u>\$500/ per occurrence</u>
<u>Div II § 1105(a)(13)</u>	<u>Failing to shift change at company property</u>	<u>\$75/\$150/\$450</u>
<u>Div II § 1105(a)(14)</u>	<u>Failing to keep address current</u>	<u>\$25/\$50/\$100</u>
<u>DIV II 1105 (a)(17)</u>	<u>Failure to Meet Response Time Goals</u>	<u>\$50/\$100/\$150</u>
<u>CONDITIONS APPLICABLE TO COLOR SCHEME PERMITS</u>		
<u>Div II § 1106(a)</u>	<u>Operating without a color scheme permit</u>	<u>\$500</u>
<u>Div II § 1106(b)</u>	<u>Failure to submit photos upon request</u>	<u>\$25/\$50/\$100</u>
<u>Div II § 1106(c)</u>	<u>Failure to adhere to dispatch service rules</u>	<u>\$75/\$150/\$450</u>
<u>Div II § 1106(d)</u>	<u>Failure to maintain business premises requirements</u>	<u>\$75/\$150/\$450</u>
<u>Div II § 1106(e)</u>	<u>Failure to inform SFMTA before changing location and/or selling or transferring the business</u>	<u>\$250 per day until compliance</u>
<u>Div II § 1106(f)</u>	<u>Failure to list color scheme in telephone directory</u>	<u>\$250/\$400/\$500</u>

<u>TRANSPORTATION CODE SECTION</u>	<u>DESCRIPTION</u>	<u>FINE AMOUNT</u> <u>1st/2nd/3rd offense</u>
<u>Div II § 1106(h)</u>	<u>Failure to employ adequate staff for color scheme</u>	<u>\$75/\$150/\$450</u>
<u>Div II § 1106(i)</u>	<u>Failure to comply with worker's compensation laws</u>	<u>\$45 per day for each day without insurance</u>
<u>DIV II 1106(j)</u>	<u>Failure to execute contract with paratransit broker</u>	<u>\$250/\$400/\$500</u>
<u>Div II § 1106(k)(1)</u>	<u>Failure to provide facility to clean vehicles</u>	<u>\$250 per Occurrence</u>
<u>DIV II 1106 (k)(2)</u>	<u>Failure to maintain properly working vehicle equipment</u>	<u>\$1000/ per occurrence</u>
<u>DIV II 1106(k)(4)</u>	<u>Color Scheme Operating unsafe vehicle or vehicle equipment</u>	<u>\$1000/ per occurrence</u>
<u>Div II § 1106(l)(2-7)</u>	<u>Violations related to designation and use of spare vehicles</u>	<u>\$75/\$150/\$450</u>
<u>DIV II 1106(l)(8)</u>	<u>Color Scheme may not lease a spare vehicle unless such vehicle is using a medallion which is not in use in any other vehicle</u>	<u>\$5,000/ Per Occurrence</u>
<u>Div II § 1106(n)</u>	<u>Failure to post required certificates and other materials</u>	<u>\$75/\$150/\$400</u>
<u>DIV II 1106(o)</u>	<u>Failure to comply with notification procedures</u>	<u>\$75/\$150/\$400</u>
<u>Div II § 1106(p)</u>	<u>Failure to meet obligations related to Drivers</u>	<u>\$75/\$150/\$400</u>
<u>DIV II 1106(q)(4)</u>	<u>Color Scheme having actual knowledge that a Driver is operating under the influence of an intoxicating or controlled substance</u>	<u>\$1000/ Per occurrence</u>
<u>Div II § 1106(r)</u>	<u>Failure to properly handle Found Property</u>	<u>\$75/\$150/\$400</u>
<u>DIV II 1106(s)</u>	<u>Failure to file Dissolution Plan with SFMTA</u>	<u>\$50/ Per day until filed</u>
<u>CONDITIONS APPLICABLE TO DISPATCH PERMITS</u>		
<u>Div II § 1107(a)</u>	<u>Failure to maintain an emergency plan</u>	<u>\$50 Per Day Until Received by SFMTA</u>
<u>Div II § 1107(c)</u>	<u>Failure to ensure adequate ramp taxi response</u>	<u>\$75/\$150/\$400</u>
<u>Div II § 1107(d)</u>	<u>Failure to keep adequate records of service calls</u>	<u>\$75/\$150/\$400</u>
<u>Div II § 1107(e)</u>	<u>Failure to maintain adequate communications</u>	<u>\$50 Per Day until</u>

<u>TRANSPORTATION CODE SECTION</u>	<u>DESCRIPTION</u>	<u>FINE AMOUNT</u> <u>1st/2nd/3rd offense</u>
	<u>equipment</u>	<u>compliance met.</u>
<u>Div II § 1107(f)</u>	<u>Failure to maintain adequate staff for service calls</u>	<u>\$75 Per Occurrence</u>
<u>Div II § 1107(g)</u>	<u>Failure to advise customers of service delay</u>	<u>\$75 per occurrence</u>
<u>Div II § 1107(h)</u>	<u>Failure to advise customers of anticipated time of service</u>	<u>\$75 Per Occurrence</u>
<u>Div II § 1107(i)</u>	<u>Failure to identify service staff with unique identifier</u>	<u>\$75/\$150/\$400</u>
<u>Div II § 1107(j)</u>	<u>Failure of service staff to identify themselves</u>	<u>\$75 Per Occurrence</u>
<u>Div II § 1107(k)</u>	<u>Failure to dispatch requested color scheme to customer</u>	<u>\$250/\$400/\$500</u>
<u>DIV II 1107(m)</u>	<u>Failure of Dispatch Service to be in compliance with workers compensation laws</u>	<u>\$300/ for each day without insurance</u>
<u>DIV II 1107(n)</u>	<u>Failure to follow lost and found procedures</u>	<u>\$75 per occurrence</u>
<u>CONDITIONS APPLICABLE TO DRIVER PERMITS</u>		
<u>Div II § 1108(a)</u>	<u>Failure to carry, wear, or display proper identification</u>	<u>\$25/\$50/\$75</u>
<u>Div II § 1108(b)(3)</u>	<u>Failure to report criminal convictions</u>	<u>\$250/\$400/\$500</u>
<u>DIV II 1108(b)(4)(A)</u>	<u>Operating a Motor Vehicle For Hire while under the influence</u>	<u>Summary Suspension/ Possible Revocation of Permit</u>
<u>Div II § 1108(b)(4)(B)</u>	<u>Use, sale or possession of controlled substance</u>	<u>\$250/\$400/\$500</u>
<u>Div II § 1108(c)</u>	<u>Failure to notify the SFMTA of change of Color Scheme affiliation, failure to return Driver Permit after terminating Color Scheme affiliation</u>	<u>\$5/Per Day until compliance met.</u>
<u>Div II § 1108(d)(2)-(3)</u>	<u>Failure to perform duties at beginning of shift</u>	<u>\$25/\$50/\$75</u>
<u>Div II 1108(d)(1)</u>	<u>Failure to take vehicle out of service when safety equipment is inoperable</u>	<u>\$25/\$50/\$75</u>
<u>Div II § 1108(e)(3).</u>	<u>Refusal to transport person with disability in front seat</u>	<u>\$50/\$100/\$150</u>

<u>TRANSPORTATION CODE SECTION</u>	<u>DESCRIPTION</u>	<u>FINE AMOUNT</u> <u>1st/2nd/3rd offense</u>
<u>Div II § 1108(e)(1)</u>	<u>Refusing to convey a passenger</u>	<u>\$25/\$50/\$75</u>
<u>Div II § 1108(e)(2)</u>	<u>Refusing to transport luggage</u>	<u>\$25/\$50/\$75</u>
<u>Div II § 1108(e)(4)</u>	<u>Refusing to transport a service animal or a contained animal</u>	<u>\$50/\$100/\$150</u>
<u>Div II § 1108(e)(5)</u>	<u>Refusing to assist loading and unloading</u>	<u>\$25/\$50/\$75</u>
<u>Div II § 1108(e)(6)</u>	<u>Refusing to assist and secure a person with disabilities</u>	<u>\$50/\$100/\$150</u>
<u>Div II § 1108(e)(7)</u>	<u>Failure to accept and serve dispatch calls</u>	<u>\$25/\$50/\$75</u>
<u>Div II 1108(e)(8)</u>	<u>Soliciting or accepting additional passenger without prior consent of any passenger who has previously engaged the vehicle.</u>	<u>\$25/\$50/\$75</u>
<u>Div II 1108(e)(9)</u>	<u>Driver shall not collect from combined passenger payments any amount in excess of the fare shown on the Taximeter at the time that the last passenger reaches their destination</u>	<u>\$25/\$50/\$75</u>
<u>Div 1108 (e)(10)</u>	<u>Failure to comply with passenger request to turn down, turn off or change the channel of any audible device that is not required for safe operation of the vehicle.</u>	<u>\$25/\$50/\$75</u>
<u>Div 1108(e)(11)</u>	<u>Using non-emergency or dispatch related communication device while passenger is in vehicle.</u>	<u>\$25/\$50/\$75</u>
<u>Div 1108(e)(12)</u>	<u>Failure to comply with State Law regarding cell phone usage in vehicles</u>	<u>\$25/\$50/\$75</u>
<u>Div 1108(e)(14)</u>	<u>Operating a Motor Vehicle For Hire in a reckless or dangerous manner</u>	<u>\$50/\$100/\$150</u>
<u>Div 1108(e)(15)</u>	<u>Failure to operate in accordance with Ramp Taxi Rules and Regulations</u>	<u>\$50/\$100/\$150</u>
<u>Div II § 1108(e)(16)</u>	<u>Requesting gratuities or extra charges</u>	<u>\$25/\$50/\$75</u>
<u>Div II 1108(e)(17)</u>	<u>Failure to keep required audio communication devices audible, or visual communication devices visible, to driver</u>	<u>\$25/\$50/\$75</u>
<u>Div II 1108(e)(18)</u>	<u>Failure to inform passenger whose destination is 15 miles from City Limits, or 15 miles from</u>	<u>\$25/\$50/\$75</u>

<u>TRANSPORTATION CODE SECTION</u>	<u>DESCRIPTION</u>	<u>FINE AMOUNT</u> <u>1st/2nd/3rd offense</u>
	<u>SFO and not within city limits of meter and a half rates.</u>	
<u>Div II 1108(e)(19)</u>	<u>Failure to carry sufficient cash to be able to provide change for 20 dollars.</u>	<u>\$25/\$50/\$75</u>
<u>Div II 1108(e)(20)</u>	<u>Failure to inform passenger of toll charges at the beginning of the trip.</u>	<u>\$25/\$50/\$75</u>
<u>Div II 1108(e)(22)</u>	<u>Failure to give receipt upon request to person paying fare.</u>	<u>\$25/\$50/\$75</u>
<u>Div II § 1108(e)(24)</u>	<u>Failing to return Found Property during or after shift</u>	<u>\$25/\$50/\$75</u>
<u>Div II § 1108(e)(25)</u>	<u>Keeping unsafe Taxi or Ramp Taxi in operation after discovery of safety issues</u>	<u>\$100/\$150/\$200</u>
<u>Div II 1108(e)(26)</u>	<u>Placing loose items on dashboard or rear shelf of vehicle.</u>	<u>\$25/\$50/\$75</u>
<u>Div II 1108(e)(27)</u>	<u>Failure to maintain clean trunk and/or baggage area</u>	<u>\$25/\$50/\$75</u>
<u>Div II § 1108(e)(29)</u>	<u>Threatening, harassing or abusing another person</u>	<u>Summary Suspension and Re-Training</u>
<u>Div II § 1108(e)(30)</u>	<u>Using excessive physical force against a person</u>	<u>\$100/\$150/\$200 plus summary suspension and re-training.</u>
<u>Div II 1108(e)(31)</u>	<u>Failure to be clean in dress and person</u>	<u>\$25/\$50/\$75</u>
<u>Div II 1108(e)(32)</u>	<u>Failure to turn off the Taximeter when pulled over by a peace officer.</u>	<u>\$25/\$50/\$75</u>
<u>Div II 1108(e)(33)</u>	<u>Burning any substance, drinking or eating while a passenger is in the vehicle.</u>	<u>\$25/\$50/\$75</u>
<u>Div II § 1108(f)(1)-(2)</u>	<u>Failure to perform duties at end of shift</u>	<u>\$25/\$50/\$75</u>
<u>Div II § 1108(f)(3)</u>	<u>Failure to turn in Found Property at end of shift</u>	<u>\$25/\$50/\$75</u>
<u>CONDITIONS APPLICABLE TO TAXI AND RAMP TAXI MEDALLIONS</u>		
<u>Div II § 1109(b)</u>	<u>Failure to utilize Dispatch Service of affiliated Color Scheme</u>	<u>\$25/\$50/\$150</u>
<u>Div II § 1109(c)</u>	<u>Failure to comply with Full-Time Driving</u>	<u>\$250 multiplied by</u>

<u>TRANSPORTATION CODE SECTION</u>	<u>DESCRIPTION</u>	<u>FINE AMOUNT</u> <u>1st/2nd/3rd offense</u>
	<u>Requirement</u>	<u>percentage of hours short of the full time driving requirement.</u>
<u>Div II § 1110(a)(1)</u>	<u>Failure to grant priority to service requests from wheelchair users</u>	<u>\$50/\$100/\$150</u>
<u>Div II 1110(a)(2)</u>	<u>Accepting another fare once dispatched to a “ramp service” call.</u>	<u>\$50/\$100/\$150</u>
<u>Div II 1110(d)</u>	<u>Failure to ensure Drivers are Qualified to operate Ramp Taxi</u>	<u>\$50/\$100/\$150</u>
<u>Div II § 1113(a)</u>	<u>Failure to maintain Taxis and Ramp Taxis in safe operating condition</u>	<u>\$25/\$50/\$75</u>
<u>Div II § 1113(b)</u>	<u>Improper equipment placement</u>	<u>\$25/\$50/\$75</u>
<u>Div II § 1113(c)(1)-(2), (4)-(5)</u>	<u>Failure to meet exterior display requirements</u>	<u>\$25/\$50/\$75</u>
<u>Div II § 1113(c)(3)</u>	<u>Failure to display proper inspection certificates</u>	<u>\$25/\$50/\$75</u>
<u>Div II § 1113(d)</u>	<u>Failure to meet interior display requirements</u>	<u>\$25/\$50/\$75</u>
<u>Div II § 1113(e)</u>	<u>Failure to provide communication equipment</u>	<u>\$25/\$50/\$75</u>
<u>Div II § 1113(f)</u>	<u>Failure to provide working taximeter</u>	<u>\$100/\$150/\$300</u>
<u>Div II § 1113(h)</u>	<u>Failure to provide emergency equipment</u>	<u>\$25/\$50/\$75</u>
<u>Div II § 1113(i)</u>	<u>Improper vehicle signage</u>	<u>\$25/\$50/\$75</u>
<u>Div II § 1113(j)</u>	<u>Failure to maintain vehicle lights</u>	<u>\$25/\$50/\$75</u>
<u>Div II § 1113(k)</u>	<u>Failure to maintain standard vehicle equipment</u>	<u>\$25/\$50/\$75</u>
<u>Div II § 1113(l)</u>	<u>Failure to maintain vehicle tires</u>	<u>\$25/\$50/\$75</u>
<u>Div II § 1113(m)</u>	<u>Failure to maintain vehicle windows</u>	<u>\$25/\$50/\$75</u>
<u>Div II § 1113(n)</u>	<u>Failure to maintain security cameras</u>	<u>\$25/\$50/\$75</u>
<u>Div II § 1113(o)</u>	<u>Failure to maintain sanitary condition</u>	<u>\$25/\$50/\$75</u>
<u>Div II § 1113(p)</u>	<u>Failure to meet vehicle title requirements</u>	<u>\$250 per occurrence</u>
<u>Div II § 1113(q)-(r)</u>	<u>Operating vehicle with excessive mileage/age</u>	<u>\$250 per occurrence</u>
<u>Div II § 1113(s)</u>	<u>Failure to comply with inspection rules; failure</u>	<u>\$250 per occurrence</u>

<u>TRANSPORTATION CODE SECTION</u>	<u>DESCRIPTION</u>	<u>FINE AMOUNT</u> <u>1st/2nd/3rd offense</u>
	<u>to remove vehicles from service</u>	
<u>Div II 1113(s)(7)</u>	<u>Fraudulent conduct in connection with Inspection</u>	<u>\$250 plus revocation of permit.</u>
<u>Div II § 1113(t)</u>	<u>Failure to ensure safe vehicle condition</u>	<u>\$25/\$50/\$75</u>
<u>Div II § 1113(u)</u>	<u>Failure to submit replacement vehicle for inspection</u>	<u>\$250 per occurrence</u>
<u>Div II § 1113(v)</u>	<u>Failure to provide working Ramp Taxi ramp</u>	<u>\$25/\$50/\$75</u>
<u>Div II § 1113(w)</u>	<u>Failure to remove markings from taxis prior to re-sale</u>	<u>\$250 per occurrence</u>
<u>Div II 1113(x)</u>	<u>Placing or maintaining or causing or allowing to be placed or maintained, any advertising or promotion of cigarettes or tobacco products on any Taxi or Ramp Taxi</u>	<u>\$250 per occurrence</u>
<u>Div II § 1114(a)</u>	<u>Failure to maintain or provide records in manner required</u>	<u>\$25/\$50/\$75</u>
<u>Div II § 1114(b)(1)</u>	<u>Failure of Driver to provide receipts to passengers upon request</u>	<u>\$25/\$50/\$75</u>
<u>Div II § 1114(b)(2)</u>	<u>Failure of Driver to provide badge number to passenger upon request</u>	<u>\$25/\$50/\$75</u>
<u>Div II § 1114(b)(3)</u>	<u>Failure to maintain medical certificate</u>	<u>\$25/\$50/\$75</u>
<u>Div II § 1114(b)(4)</u>	<u>Failure of Driver to keep Waybills as required</u>	<u>\$25/\$50/\$75</u>
<u>Div II § 1114(e)(1)</u>	<u>Failure of Color Schemes to meet Waybill requirements</u>	<u>\$75/\$150/\$400</u>
<u>Div II 1114(e)(2)</u>	<u>Failure to properly maintain Medallion Holder files</u>	<u>\$75/\$150/\$400</u>
<u>Div II 1114(e)(3)</u>	<u>Failure to retain Color Scheme Identification Cards of Former Drivers</u>	<u>\$75/\$150/\$400</u>
<u>Div II § 1114(e)(4)</u>	<u>Failure to issue receipts to Drivers for payments made</u>	<u>\$75/\$150/\$400</u>
<u>Div II § 1114(e)(6)</u>	<u>Failure to submit vehicle inventory changes</u>	<u>\$75/\$150/\$400</u>
<u>Div II § 1114(e)(7)</u>	<u>Failure to maintain current business information</u>	<u>\$75/\$150/\$400</u>

<u>TRANSPORTATION CODE SECTION</u>	<u>DESCRIPTION</u>	<u>FINE AMOUNT</u> <u>1st/2nd/3rd offense</u>
Div II § 1114(e)(8)	<u>Failure to meet weekly reporting requirements</u>	<u>\$75/\$150/\$400</u>
Div II 1114(e)(9)	<u>Failure to submit a written Emissions Reduction Plan</u>	<u>\$50 per day until received by the SFMTA</u>
Div II § 1114(f)(1)	<u>Failure of Dispatch Service to provide annual service report</u>	<u>\$50 per day until received by the SFMTA</u>
Div II § 1114(f)(2)	<u>Failure to provide reports of and receipts for Found Property</u>	<u>\$25/\$50/\$75</u>
Div II 1122(c)	<u>Overcharging Gate Fees</u>	<u>\$500 per occurrence</u>
Div II § 1122(d)	<u>Overcharging a passenger for luggage</u>	<u>\$25/\$50/\$150</u>

SEC. 1122. FEES, RATES AND CHARGES

(b) Taxi Fares

(3) Bridge Tolls

Drivers are authorized to collect bridge tolls in advance from passengers whose destination requires the crossing of a toll bridge, regardless of the direction in which the toll is collected.

(4) Cleaning Fee

Drivers are authorized to collect a cleaning fee of up to \$100 from any passenger who permanently stains the interior of the vehicle or who renders the vehicle temporarily unfit for for-hire passengers because of spillage of any substance such that the vehicle must be taken out of service and cleaned.

**MUNICIPAL TRANSPORTATION AGENCY
City and County of San Francisco**

DIVISION: Finance & Information Technology

BRIEF DESCRIPTION:

Declaring that a continuing fiscal emergency exists caused by the failure of SFMTA revenues to adequately fund agency programs, facilities and operations 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 to satisfy the Agency's environmental review obligations in connection with proposed service modifications and changes to various fares, fees, fines, rates and charges that support transit service and that may be included in the proposed FY 2011-2012 SFMTA Operating Budget and responding to public comments received at the March 2, 2010 meeting through March 12, 2010 regarding the proposed declaration.

SUMMARY:

- As of March 2, 2010, the FY 2011 projected deficit is \$56.4 million and \$45.3 million for FY2012 due to the continuing global economic downturn. These deficit figures are not cumulative and do not include the impact of the March 22, 2010 action by the State to redirect approximately \$35.9 million in state assistance funds for FY 2010 and FY 2011 and an additional \$31.4 million for FY 2012.
- The SFMTA Board will continue to consider possible modifications in transit service and changes to various fares, fees, fines, rates and charges that support transit service, and these considerations are likely to be included and reflected in the two-year FY 2011-2012 SFMTA Operating Budget.
- Modifications in transit service and changes to fares, fees, fines, rates and charges that support transit service are subject to review under the California Environment Quality Act (CEQA). CEQA provides a statutory exemption from environmental review for the modification of transit service and changes to fares, fees, fines, rates and charges that support transit service if such measures are implemented as a result of a declared fiscal emergency caused by the failure of the revenues to adequately fund agency programs, facilities and operations.
- A “fiscal emergency” means that the agency is projected to have negative working capital within one year from the date that the agency makes the finding that fiscal emergency exists. An analysis of the working capital of the SFMTA concludes that the conditions exist for the declaration of a “fiscal emergency”. A finding by the SFMTA Board that a fiscal emergency exists does not automatically result in implementation of service modifications or changes to fares, fees, fines, rates and charges. Any such decisions must be separately approved by the SFMTA Board.
- The SFMTA Board of Directors declared a fiscal emergency on April 21, 2009 by its Motion/Resolution No. 09-064, and has already undertaken actions to address that fiscal emergency.
- In accordance with CEQA and its implementing guidelines, the SFMTA Board of Directors held a public hearing on March 2, 2010 to receive public testimony regarding the proposed declaration of a continuing fiscal emergency. At the March 2, 2010 public hearing and through March 12, 2010, oral and written public comments were received. The relevant regulations require a response to the comments and suggestions made by the public within 30 days at a regular public meeting.
- Responses to comments and suggestions made by the public are included in this calendar item.

ENCLOSURES:

1. SFMTA Resolution

APPROVALS:

DEPUTY OF DIVISION

PREPARING ITEM

DATE

FINANCE

EXECUTIVE DIRECTOR/CEO

SECRETARY

ADOPTED RESOLUTION BE RETURNED TO: Sonali Bose

ASSIGNED SFMTAB CALENDAR DATE:

PURPOSE

To address the SFMTA FY 2011 and FY 2012 Operating Budget projected deficits of \$56.4 million and \$45.3 million, respectively but not cumulatively¹, the SFMTA Board may consider and approve service modifications and changes to fares, fees, fines, rates and charges that support transit service. These options are subject to CEQA unless a statutory exemption exists. California Public Resources Code Section 20180.32 provides a statutory exemption that a modification of transit service and changes to fares, fees, fines, rates, and charges that support transit service can be implemented without further environmental review as a result of a declared “fiscal emergency” caused by the failure of the revenues to adequately fund Agency programs, facilities and operations. The Agency is required to hold a public hearing and respond to comments and suggestions made by the public at this hearing prior to declaring that a “fiscal emergency” exists. The purpose of this item is to respond to the oral and written comments made by the public before the SFMTA Board of Directors considers declaring that a continuing fiscal emergency exists under California Public Resources Code section 21080.32.

Goal

Approval of the proposed resolution will support the following SFMTA Strategic Plan goals:

Goal 3 - External Affairs/Community Relations

To improve the customer experience, community value and enhance the image of the SFMTA.

Goal 4 -Financial Capacity

To ensure financial stability and effective resource utilization

DESCRIPTION

As of March 2, 2010, the FY 2010-2012 Operating Budget includes a projected deficit of \$56.4M for FY 2011 and \$45.3M for FY 2012 as outlined below:

Revenue Category	Projected FY 2011 Operating Budget (millions)	Projected FY 2012 Operating Budget (millions)
Transit Fares	179.7	180.7
Operating Grants	74.8	75.5
Parking and Traffic Fees and Fines	240.3	248.3
Taxi Services	13.2	13.2
Other (Advertising, Interest, TIDF)	23.1	23.5

¹ Solutions to reduce the deficit in FY 2011 would carryover to address the projected deficit of \$45.3 million for FY 2012.

Revenue Category	Projected FY 2011 Operating Budget (millions)	Projected FY 2012 Operating Budget (millions)
General Fund Transfer	169.3	173.3
Fund Balance - Appropriated	0	0
TOTAL	\$700.4	\$714.5

Expenditure Category	Projected FY 2011 Operating Budget (millions)	Projected FY 2012 Operating Budget (millions)
Salaries & Benefits	456.1	459.1
Contracts and Other Services	68.4	68.0
Materials & Supplies	43.0	42.8
Equipment & Maintenance	50.0	50.5
Rent & Building	7.0	7.0
Insurance & Payments to Other Agencies	68.6	68.6
Rainy Day Reserve	0.0	0.0
Work Orders	63.8	63.8
TOTAL	\$756.8	\$759.8

Category	Projected FY 2011 Operating Budget (millions)	Projected FY 2012 Operating Budget (millions)
Revenues	700.4	714.5
Expenditures	756.8	759.8
TOTAL PROJECTED DEFICIT	(\$56.4)	(\$45.3)

To address this deficit, the SFMTA Board of Directors may consider and approve various options including service modifications and increases to fares, fees, fines, rates and charges that support transit service. Modifications in transit service and increases to fares, fees, fines, rates and charges that support transit service are considered “projects” under the California Environmental Quality Act

("CEQA") and typically require an evaluation of any potential environmental impact, unless a statutory exemption applies. CEQA provides a statutory exemption from environmental review for the modification of public transit service or to initiate or increase fees, rates or charges that support transit service as a result of a declared "fiscal emergency." (California Public Resources Code section 21080.32; 14 Code of California Regulations section 15285.)

A "fiscal emergency" means that the transit agency is projected to have "negative working capital" within one year from the date that the agency makes the finding that a fiscal emergency exists. In calculating the available working capital, a transit agency adds together all unrestricted cash, unrestricted short-term investments and unrestricted short-term accounts receivable and then subtracts unrestricted accounts payable. Employee retirement funds, including Internal Revenue Code Section 457 deferred compensation plans and Section 401(k) plans, health insurance reserves, bond payment reserves, workers' compensation reserves and insurance reserves are excluded from this calculation.

Calculation of Working Capital (millions)

Sources	Amount
<i>Unrestricted Net Assets (Cash)</i>	
Fund Balance (Beginning FY 2010)	\$15.6
Subtotal: Unrestricted Net Assets	\$15.6
<i>Unrestricted Short-Term Investments</i>	\$0.0
<i>Unrestricted Accounts Receivables</i>	
Revenues (3 months of FY 2010 plus 9 months of FY 2011)	\$715.5
Less Funds Restricted for Paratransit from Grants	\$14.8
Subtotal: Accounts Receivables	\$700.7
Total Sources	\$716.3

Uses	Amount
<i>Unrestricted Accounts Payables</i>	
Expenditures (3 months of FY 2010 plus 9 months of FY 2011)	\$760.8
Less Expenditures funded from Grants for Paratransit	(\$14.8)
Subtotal: Accounts Receivables	
Total Uses	\$746.0
Operating Surplus/(Deficit)	(\$29.7)

As of March 2, 2010 the analysis of SFMTA's working capital shows negative working capital of \$29.7 million for 2010-2011 at the end of February 2011. The analysis excludes restricted revenues and restricted expenditures. Therefore, grant funds and their expenditures are not included in the analysis. Capital projects, special revenue funds, Paratransit revenues and expenditures and continuing project funds are likewise excluded.

Once the above analysis is completed and the agency believes that a "fiscal emergency" declaration

is warranted, the agency is required to hold a public hearing and respond to comments and suggestions made by the public prior to declaring that a continuing fiscal emergency exists. The SFMTA held a public hearing on March 2, 2010. During the public hearing, the reason for the declaration of a continuing “fiscal emergency” was summarized and the SFMTA received public testimony. Within 30 days after the public hearing, SFMTA is required to respond to comments received from the public. Once SFMTA has responded to these comments, the SFMTA Board may declare that a continuing “fiscal emergency” exists. Declaring the existence of a “fiscal emergency” does not by itself implement service modifications or changes to fares, fees, fines, rates and charges that support transit service. These actions require separate approval by the SFMTA Board.

Responses to comments and suggestions made by the public at the March 2, 2010 public hearing and through March 12, 2010 are set forth in this document. This fulfills the requirement of responding to public comments within 30 days at a scheduled public meeting. Therefore, at its March 30, 2010 Board meeting, the SFMTA Board of Directors may declare that a continuing fiscal emergency exists. The following tables containing public comments and SFMTA responses are categorized by Fares, Service Planning, General Budget Issues, Increase Revenues, Decrease Expenditures and General Comments.

Public Comments and SFMTA Responses:

Please note that the responses below do not include the impact of the March 22, 2010 action by the State to redirect approximately \$35.9 million in state assistance funds for FY 2010 and FY 2011 and an additional \$31.4 million for FY 2012.

FARES	SFMTA RESPONSE
<p>There should absolutely be no rate increase for seniors and the disabled. They are already on a fixed income and they received no increase in funds. In fact, some people on disability had a cut due to no funds from the state. To add this rate hike on top of everything is unconscionable and unjustified. My suggestion would be first, restructuring within Muni, and better efficiency in use of personnel. For example, instead of having 5 or 6 Muni police authority standing at corners, if they are concerned about people boarding through the back of the bus, they should make sure people board through the front of the bus. Have one person standing at the back door to prevent people from boarding, or hire someone from an outside agency at a lower rate to watch the back doors. Thirdly, they could freeze or cut the salaries, especially those in the top echelon they are not hurting or having trouble putting food on the table. Muni is unfairly targeting those who can least afford it, as I stated, the seniors and disabled received no cost of living increase this time. I am opposed to any fare increase, especially increases for seniors and the disabled.</p>	<p>The SFMTA appreciates these comments. Unfortunately, like almost all transit agencies in the United States, the SFMTA faces ongoing budget challenges because of the global and national recession. The sizeable City budget deficit and the elimination of transit operating funding by the State of California require that the SFMTA make difficult choices to balance its budget.</p> <p>Therefore, the SFMTA must consider all possible options to address the budget deficit including reducing expenses, enhancing efficiencies and raising revenues while striving to maintain quality service.</p> <p>In terms of fare evasion, the SFMTA has conducted a survey of all lines on the system, every hour</p>

FARES	SFMTA RESPONSE
	<p>of the day, checking riders for valid proof of payment documents. This information has enabled the SFMTA to deploy its resources more efficiently and effectively to deter customers from entering vehicles without paying fares.</p> <p>Compensation for Muni employees is based on collective bargaining agreements that are negotiated.</p>
<p>Caller stated that she is upset that Muni keeps on changing the rate for Muni pass because this money comes from their pockets. She believes this is illegal and does not see why only the adult pass goes up and not the seniors and youth pass. She mentioned that many passenger are fed up with all these increases and she does not see any improvements anywhere as she still sees people using the back door and nobody does anything about it.</p>	<p>Please refer to above response.</p>
<p>I would like to protest against the fare increases. We have to pay more fares and the management of SFMTA gets paid more. The buses need to be cleaned regularly, the drivers need to learn customer service and the buses need to be on time.</p>	<p>Please refer to above response.</p>
<p>The 49 just went out of service and the driver did not state why. Now I have to wait eight minutes for the next 49 and will be late. Amidst all the service cuts the 49 has been running especially bad lately. I don't now how raising prices but decreasing service makes any sense.</p>	<p>Please refer to above response. Additionally, reducing service is extremely difficult</p>
<p>Why when I do in extreme efforts to assist people, and I personally am disabled and you continually allow people to break the law by entering MUNI on the Mission line without paying. Mind you I am Hispanic but charging anyone for service is charging everyone.</p>	<p>The SFMTA has conducted a survey of all lines on the system, every hour of the day, checking customers for valid proof of payment documents. This information has enabled the SFMTA to deploy its resources more efficiently and effectively to deter customers from entering vehicles without paying fares.</p>
<p>I just want to give my opinion. I suggest that you leave the senior and disabled fare to .75 cents. I don't want them to raise the price again. I can't afford to pay more. I am on a fixed income.</p>	<p>The SFMTA must consider all possible options to address the 2010-2011 budget deficit.</p>

FARES	SFMTA RESPONSE
<p>I work in the Human Resources Department of a large organization. Our primary focus is customer service. This is what we stress and this is what we prioritize. It is about the customers we serve. We the passengers are your customers. What do you do for us? You raise the price of MUNI, but you do not provide better service. Actually you take service away. I ride the 43 Masonic everyday to Forest Hill from the West of Twin Peaks area. It is so crowded in the morning that at times the driver will not even let anybody on. I pay more for this?</p> <p>After work it is also so crowded that it is a rare day to have a seat. This bus has such a long route and during the peak times, you should try to PLEASE THE CUSTOMER. It doesn't help that as the bus rounds the Miraloma and Yerba Buena streets, one has to hold on for dear life with the limited amount of places to hold on to. Not everybody is healthy enough and strong enough to hold on to the hanging straps. I am a native San Franciscan in my late fifties. I remember the days when the bus driver would stand up, turn around and tell people to move back so people could get on. Rarely do I ever see this happen. Although not the driver's fault, sadly young people don't have the manners to let older people sit and that is a sad reality of our times. I know there is a budget deficit, but something is very wrong with this system. I rely on the bus - when it is on time and I can get a seat or some space around me as I stand it is just fine. But lately, that has not been the case and you cannot possibly consider raising the fare again with the service the way it is. Please, think of how to please your customers - the ones paying the fares. Thank you for reading this.</p>	<p>The SFMTA appreciates these comments and will continue to provide the best service possible with available resources. Unfortunately, like almost all transit agencies in the United States, the SFMTA faces ongoing budget challenges because of the global and national recession. The sizeable City budget deficit and the elimination of transit operations funding by the State of California require that the SFMTA make difficult choices to balance its budget.</p>
<p>I have several issues: #1. Some of your Muni drivers are rude and dangerous; they jerk the bus and train and do too many short stops. Are they trying to make everyone fall? Two times on two different nights, your Muni driver stopped the train and bus for 10 + minutes to prove a point on a Muni rider. The rider was not wrong, the driver was horrible. Everyone was late, all the buses and trains were delayed as a result of their behavior. They wanted to call the police - but it was not needed. They are just rude and feel like they have power. On top of bad service, bad drivers - you guys RAISED the rates AND are having less service???? WHAT THE *&&^??? How DARE YOU???? I used to ride Muni everyday. I just</p>	<p>The SFMTA encourages customers to report rude and unsafe behavior by operators by calling 311 or visiting www.sfgov.org/311 - it is important to include the four digit vehicle number and the employee id (four digit numbers on the transit operator's sleeve).</p> <p>The SFMTA appreciates these comments and will continue to provide the best service possible with available resources.</p>

FARES	SFMTA RESPONSE
<p>purchased a car and I'm no longer riding Muni if this continues. I have boycotted Muni for this month and did not buy a pass. You guys also shut down the Montgomery Street Muni service center. WHY? It was so easy to buy Muni passes. You are making it really easy for me and many others to stop riding Muni for good. This system is horrible and you raised the rates for what? For LESS service, LESS cars and bad drivers? IF you keep this up, you'll be out of business for good.</p>	<p>Unfortunately, like almost all transit agencies in the United States, the SFMTA faces ongoing budget challenges because of the global and national recession. The sizeable City budget deficit and the elimination of transit operations funding by the State of California require that the SFMTA make difficult choices to balance its budget.</p>
<p>I am commenting on proposed fare and service changes. My husband drives everywhere. When I suggest taking Muni to go somewhere he says Muni takes too long and costs too much. The proposed changes will make Muni cost even more and take even longer. If the goal is to increase use of public transportation and reduce use of private vehicles, raising fares and reducing service is obviously counterproductive. It makes a lot more sense to increase parking meter fees to make that alternative less appealing to people like my husband. That option also only affects people who have a choice instead of imposing a regressive burden on those who must take Muni or walk.</p>	<p>The SFMTA appreciates this comment and is considering all possible options to address the 2010-2011 budget deficit, including changes in meter rates.</p>
<p>Am writing to express my adamant disapproval of your intended service cutbacks and fare increases. I understand the reality of the budget deficit and the need to do something to cut back operating expenses or increase revenue. I would rather see a boosted sales tax or something similar, to enable to continue funding Muni without having to raise fares. I am drawing unemployment insurance at present, and I depend on MUNI to get around to seek work and conduct daily business. Raising the cost of fast passes to seventy dollars is ridiculous! Whoever thought of that idea seems to think that under- or unemployed residents of the city, to say nothing of seniors and disabled people, are expendable. Raising so drastically the price of passes at one swoop is insane. Commuters need to be provided with incentives to ride public transportation, so as to cut down on fossil fuels from personal transportation. With your service cuts and fare hikes, people with cars are only going to want to keep driving. I hope you will</p>	<p>The SFMTA is considering all possible options to address the 2010-2011 budget deficit, including ballot measures to raise revenue.</p>

FARES	SFMTA RESPONSE
<p>reconsider your extreme proposals, and if you must increase fares or cut back service, do it modestly. Personally speaking, I can just about handle a \$5 increase in fast passes.</p>	
<p>I am asking you not to increase bus fares for anyone. Many of us are already struggling to pay as it is. There have been times when I have not had enough money to get to work or have had to make the choice between getting something to eat or saving money for bus fare. What about all those people who get on the back and ride for free? Please crack down more on them, perhaps hire people at close to minimum wage; it would be a good job for people. Pair newcomers up with experienced people and create a presence so people go back to the way they used to be. Keep the buses running so it's not so overcrowded and that's why drivers can't see what's going on in the back with people getting on for free. You should start out concentrating on making everyone pay before you increase the fares on the honest people who do pay.</p>	<p>The SFMTA is considering all possible options to address the 2010-2011 budget deficit. The SFMTA has conducted a survey of all lines on the system, every hour of the day, checking riders for valid proof of payment documents. This information has enabled the SFMTA to deploy its resources more efficiently and effectively to deter riders from entering vehicles without paying the fares.</p>
<p>I am writing to express my adamant disapproval of your intended service cutbacks and fare increases. I understand the reality of the budget deficit and the need to do something to cut back operating expenses or increase revenue. I would rather see a boosted sales tax or something similar, to enable to continue funding Muni without having to raise fares. I am disabled and I depend on Muni to get to my temp job. When my job ends, I will need Muni to get to my health appointments and aid me in job hunting. Raising the disabled pass from \$15 to \$30 is OUTRAGEOUS! Whoever thought of that idea seems to think that seniors and disabled people are expendable, since they aren't working members of society (many of us are, in fact). Doubling the price of passes at one swoop is insane. Commuters need to be provided with incentives to ride public transportation, so as to cut down on fossil fuels from personal transportation. With your service cuts and fare hikes, people with cars are only going to want to keep driving. I hope you will reconsider your extreme proposals, and if you must increase fares or cut back service, do it modestly. I can handle a \$5 increase in fast passes.</p>	<p>The SFMTA is considering all possible options to address the 2010-2011 budget deficit, including ballot measures to raise revenue.</p>

FARES	SFMTA RESPONSE
<p>I am requesting that you do not consider any fare increases. They are now already getting unaffordable for working commuters like myself. I work and live in San Francisco. Please don't make fares too costly for me to use public transportation. The already cuts in bus services is very much felt. More would be further hardship. I have heard some people do not want to leave their houses in the evening due to bus not being accessible in their neighborhood. San Francisco did have a very good bus system. Let's make ourselves proud again to offer good public transportation. For people and the environment.</p>	<p>The SFMTA would prefer not to increase fares but unfortunately, given the economic situation, the SFMTA must take action similar to most transit agencies across the country that are facing significant deficits and are either cutting service or increasing fares or both. Equally unfortunate, addressing the remaining deficit requires possible modifications in transit service as well as increases fares, fees, fines, rates and charges.</p>
<p>I am writing to urge the SFMTA Board to reject any proposal to raise passenger fees or cut service to close the budget gap. I can not attend the scheduled town hall meetings, but I feel strongly enough about this issue that I at least want to make my opinion known via e-mail. As a regular MUNI bus commuter, I am very frustrated that despite recent steep increases in fees (up from \$1.50 to \$2.00, or 33%, just last year), still more fee increases are proposed. Meanwhile, bus service is unreliable because many buses are too full to stop at every stop and buses are packed beyond the standards of safety and comfort. One reason for the problem is obvious: while I wait at the front of the bus to pay my \$2 fare, sometimes unable to board at all because the bus is too full, several freeloaders are piling in through the back doors without paying. I am subsidizing at least a few extra riders every time I ride. Rather than gouging those of us who actually pay, I suggest that MUNI tries to actually enforce its fare rules. In six years of riding MUNI regularly, I have seen a random check of transfers only once. Try penalizing those who don't follow the rules. In addition, from what I have read, many MUNI staffers are grossly overpaid. While I appreciate that unions demand excellent benefits and pay, times are tough for everyone, and for riders who are already having a tough time economically it is an insult to be asked to pay more while driver salaries are so high. If declaring bankruptcy is the only way to get out of extortionate union contracts, I think it's time to take that path. Other transit systems, especially internationally, run better, faster, cleaner, cheaper, more reliable routes. If the SFMTA squeezes riders much more, it will find that it's honest, paying riders will find other ways of getting around town. Personally, I'm</p>	<p>The SFMTA has conducted a survey of all lines on the system, every hour of the day, checking custom,rs for valid proof of payment documents. This information has enabled the SFMTA to deploy its resources more efficiently and effectively to deter customers from entering vehicles without paying the fares.</p>

FARES	SFMTA RESPONSE
<p>considering a moped. Losing your fare base (while failing to deter freeloaders) is not a good way to close the budget gap.</p>	
<p>If SFMTA decides to make so many budget cuts that impact the quality of services and the value of the fast pass, regular fast pass commuters will seriously consider other options – what is the value add for passes if it costs more than feeding the fare box? Why does a commuters economy and support going to suffer for proposals that make the cable cars a privilege and not a right for the Muni fast pass holders, or when the buses are so irregular and crowded you can't get a seat. The Cable Car is civic pride, and is part of my regular commute options – is team spirit is only for rich or the tourist when the cable car is heavily subsidized. That decision will further erode my civic pride and connection with a city that I was born in and call home. Are you really recommending that the citizens of San Francisco may only ride the cable car if they pay \$70 ++++ a month for the privilege? Many of us, including senior citizens and the working poor actually live along the routes and consider them a integral part of our commute choices. I have lived, worked and grown up in SF, and MUNI has always been my ride. I respect the institution and the drivers who earn their wages. I challenge any of the MTA members or SF supervisors to drive a bus at commute time through the financial district or on the 14 Mission before you start taking the hard won union contracts for granted.</p>	<p>Thank you for taking your time to comment.</p>

SERVICE PLANNING	SFMTA RESPONSE
-------------------------	-----------------------

SERVICE PLANNING	SFMTA RESPONSE
<p>I have heard that you are considering eliminating the #2 bus line with the next service cutbacks. PLEASE DON'T. That is the ONLY bus that runs from the foot of Market up the Sutter Street corridor. Every other bus that goes anywhere close requires quite a bit of extra walking, which some people are not able to do. Also, if you take away that bus in the evenings, those who work out of the financial district would have no alternative but to take the #3 bus and then have to transfer to a Market street bus in order to get to the ferry building - causing potential for missing ferries due to the additional time required. PLEASE KEEP THE #2 LINE RUNNING.</p>	<p>The SFMTA is not currently proposing the elimination of any bus routes.</p>
<p>Please don't cut back on service</p>	<p>The SFMTA appreciates this comment and will continue to provide the best service possible with available resources. Unfortunately, like almost all transit agencies in the United States, the SFMTA faces ongoing budget challenges because of the global and national recession. The sizeable City budget deficit and the elimination of transit operations funding by the State of California require that the SFMTA make difficult choices to balance its budget.</p>
<p>Having endured frequent problems with the N for many years now, I have a proposal to improve the service: 1) When the T was introduced a couple years back, initially they stopped N service to the CalTrain. I thought this was a great idea, as at least it would reduce the trip the N had to make. I'm not sure why they changed this, but in any case I propose that we reinstate this and have the N always terminate at Embarcadero. At least they're doing this now on weekends, which is good. The T already serves the CalTrain, and we don't need the N anymore to cover that route. 2) The T, which currently also becomes a K, should serve effectively as a shuttle to Embarcadero or Van Ness. At that point it could be used to supplement any other line that's having problems. So if, for example, the N is severely delayed, as it often is, the T could become an N. Likewise with any other line that's experiencing problems. A separate K service could be reinstated. 3) The bunching of trains that seems to constantly plague the MUNI must stop. I have no idea why, when presumably</p>	<p>The SFMTA appreciates these comments.</p>

SERVICE PLANNING	SFMTA RESPONSE
<p>there's some team that monitors the system 24/7 that no one notices sometimes 5 or more trains bunched up near Ocean Beach, for example, with none near Embarcadero. Why isn't this averted earlier, and why aren't some other trains rerouted to handle this? I notice countless M's and L's, particularly, running with very few passengers, that could be re-purposed as N's. Can only conclude that the system isn't being monitored effectively. This happens on a daily basis -- many times a day, I'm sure. We need those monitoring the system to act quickly and decisively to make MUNI adapt to these constantly changing circumstances. MUNI typically does an OK job of handling outages, but not everyday delays and bunching. I have sent in complaints many times about this, but have thus far received no responses.</p> <p>4) I have no idea why there are N stops at both 12th Ave and Funston, but MUNI should pick one and drop the other. There's no need for 2 stops 1 block apart, which just delays the route.</p> <p>5) The NextMuni system is great, but often gives incorrect information. Sometimes what appears to be 2 separate trains is actually just one. Many times the GPS signal for one of the buses disappears off the map, only to magically reappear after the bus passes our stop. For the N riders heading outbound from Embarcadero or other downtown stations, we generally have no accurate reading on when the next N will show up. Much of the time those monitors in the stations indicate that the Windows PC it runs on crashed with some error message. The automated announcements at the downtown stations usually can't tell us when our next outbound N will come with any level of accuracy. Oftentimes you won't hear any announcements for the N for 15 minutes, then magically you'll hear that there will be one in 2 minutes. All the other lines seem to be relatively accurate -- why not the N? At least having it again stop at Embarcadero should improve this situation. MUNI needs to do more work with NextBus to continually improve the accuracy and robustness of the system.</p> <p>Making the above changes need not require any additional costs nor resources, and it could alleviate a great deal of the problems that make riding MUNI effectively unreliable for many of us. We San Franciscans, who are paying more every year for less service coverage (and apparently poorer service quality), need to know that if a train is supposed to come by every 10 minutes, that, barring a SERIOUS emergency, it will.</p> <p>Sincerely, Ari Meyer</p>	

SERVICE PLANNING	SFMTA RESPONSE
<p>Operators should let people know if a run is going to be terminated early. Re-institute N-Judah to go all the way to Caltrain.</p>	<p>The SFMTA appreciates these comments.</p>
<p>In all your solutions, have you stopped to consider the riders who depend on the transit system every day? I think not. You are considering the few folks who ride the “boutique” lines, but not the members of the general public who take the buses and the street cars to work every day and stand for 20 to 30 minutes waiting for a bus, because, the ‘powers that be’ decided to turn the streets who knows what. I have been a life-long Muni rider, from the first Fast Passes of the early 1970’s, till now, and I cannot believe the total indifference, there is from the SFMTA management, whereas the drivers themselves are some of the best people, and should not bear the force of the cuts. Five years ago, it took me 45 minutes to get from Civic Center to my home in the Outer Parkside. Now, if I’m home in 65 minutes, I consider it a quick trip, yet the bus fare has increased by 60%, but my salary has not, services from MUNI have not and services like Library hours, in the rest of San Francisco have not. How is any of this an improvement to the people of San Francisco? I do not expect an answer to this email, because in the past, when I wrote concerning a problem, your website said that a response would be forthcoming in five business days. That was three years ago: to date, there has been no response.</p>	<p>The SFMTA appreciates this comment and will continue to provide the best service possible with available resources. Unfortunately, like almost all transit agencies in the United States, the SFMTA faces ongoing budget challenges because of the global and national recession. The sizeable City budget deficit and the elimination of transit operations funding by the State of California require that the SFMTA make difficult choices to balance its budget.</p>
<p>I support calling an emergency and I support further hikes in the monthly Muni pass in lieu of additional service cuts. I am a student on a very low income of about \$1200/month in student loans, but moving to SF and taking Muni has saved me \$300/mo in car payment, \$100/mo in insurance, \$300-400/mo in gas and much more in maintenance expenses. An increase of the monthly fast pass to \$100 or more (from the current \$60/70) is not outrageous and would be preferred over more service cuts. The buses and trains are already packed beyond belief. Additional service cuts would only force people who can afford it to ditch public transportation for a car. None of us want that. Let's preserve SF's role as the green and public transportation leader in the state.</p>	<p>The SFMTA appreciates these comments.</p>
GENERAL BUDGET ISSUES	SFMTA RESPONSE
<p>I am commending MUNI for having fare inspectors. If you have enough fare inspectors on a lot of lines where the passengers are not paying fare, you will also help fix the budget deficit. But I’m glad you guys have employed fare inspectors and I think you need more. Having fare inspectors on lines where passengers just walk on the back and the front</p>	<p>The SFMTA appreciates this comment. The SFMTA has conducted a survey of all lines on the system, every hour of the day, checking customers for valid proof of payment documents. This</p>

GENERAL BUDGET ISSUES	SFMTA RESPONSE
<p>doors deters them from cheating on the fares simply because of their presence. Please do not decrease the number of fare inspectors – if anything, add more.”</p>	<p>information has enabled the SFMTA to deploy its resources more efficiently and effectively to deter customers from entering vehicles without paying the fares.</p>
<p>I am writing on behalf of San Francisco for Accountable Muni, a grassroots community of concerned MUNI customers, regarding the current budget deficit, the proposed service cuts, fare hikes, and what we regard as the state of broken MUNI transit system. You will find our mission statement outlined on your website at, http://www.facebook.com/?sk=2361831622#!/group.php?gid=369437135090. In the interest of open dialogue and transparency, we are willing to work with the various interest groups involved in balancing the budget and fixing the MUNI, including SFMTA, the Board of Directors, the office of mayor and the Board of Supervisors, San Francisco Transport Workers Union, SFPD, the Division of Parking and Traffic, among others. We invite you to join the discussion by joining our open online forum. The first question posed by our community is why there often occurs a situation of over-saturation of particular lines (in this case, 5 (!!!) 22 line buses in a row; check out the user submitted photos on our community website) while other lines are infrequent and unreliable. Thank You...In Solidarity, San Francisco for Accountable MUNI (SFFAM)</p>	<p>The SFMTA appreciates these comments and will continue to provide the best service possible with available resources. Unfortunately, like almost all transit agencies in the United States, the SFMTA faces ongoing budget challenges because of the global and national recession. The sizeable City budget deficit and the elimination of transit operations funding by the State of California require that the SFMTA make difficult choices to balance its budget.</p>
<p>This is a comment regarding service changes. Many past changes are unfortunate, such as eliminating the #15 bus. Now with the elimination of the N line on weekends south of Embarcadero, we are sadly lacking in service. The T line has small cars, is very crowded and seems not to run very often. Anyone who has run non-profit knows that to get money you have to spend. Ridership would improve with BETTER service and LOWER fees (and cleaner cars and buses).</p>	<p>SFMTA actively works to retain existing customers and attract new ones. However, fares make up less than a quarter of the total cost to operate the system, so increasing ridership alone will not address the current budget deficit.</p>
<p>Why didn't SFMTA see these problems coming, why no rainy day fund? Haven't done everything that you can do before you make cuts.</p>	<p>The SFMTA has depleted its Rainy Day Reserves. Similar to other private and public organizations across the globe, the Agency has and continues to be impacted by the dire economic decline over the past two years. The economic downturn has severely affected SFMTA, local and State revenues, and has included State legislative action</p>

GENERAL BUDGET ISSUES	SFMTA RESPONSE
	that has eliminated transportation funds equaling approximately \$180 million over the past two years.
<p>Wait until receive results of audit before instituting a fiscal emergency.</p>	<p>Under the formula established by the California Public Resources Code, the Agency is projected to have negative working capital within one year, and therefore the financial conditions do exist to support declaration of a fiscal emergency. The declaration of a fiscal emergency is therefore a policy matter before the Board of Directors as it considers possible service modifications and increases to charges, including fares that support transit service. The results of the audit will not affect this formula.</p>
<p>I wish everyone for the best with tough jobs and making decisions. I saw an interesting news and I hope you may be interested. That was a good way to boost the tourist industry which create jobs, generate revenue and recruiting great taxi drivers at the same time. Please accept my apologies for my poor writing skills.</p> <p>http://news.yahoo.com/s/ap/20100312/ap_on_re_as/as_australia_extraordinary_taxi_ride</p> <p>http://www.extraordinarytaxiride.com.au/index.php</p>	<p>The SFMTA appreciates these comments.</p>
<p>As a resident of San Francisco who commutes, I must voice my outrage at the recent events occurring at the SFMTA. First, a Muni pass hike from \$45 to \$55 in July of 2009. This more than 20% price increase was hard enough to bear. But then AGAIN, only 6 months later, were rates raised AGAIN, to an exorbitant \$60/70 monthly pass rate. To add insult to injury, service quality and frequency REDUCED while prices increased. It's outrageous. Now, I understand that times are hard. That doesn't go just for the city—the downturn is affecting the very people you are passing the cost off TO! We here in San Francisco enjoy a reputation for having an excellent public transportation system. Well, that reputation is rapidly dwindling as the reality changes. The thought that our rates are going to increase YET AGAIN while services are reduced YET AGAIN makes my (and my peers') blood boil. You are facing a mutiny of the people. Just look at the</p>	<p>Thank you for taking your time to comment.</p>

GENERAL BUDGET ISSUES	SFMTA RESPONSE
<p>escalating violence occurring on public transit these days. The people are angry. Do any of the folks wielding the power of decision-making over transportation funding actually RIDE the public transportation? I get the feeling that they don't, and instead commute in their cars, and park in free city-employee parking lots. Because if they DID ride the bus to work like several hundred thousand of us, they would experience first-hand the frustration of watching your morning bus pass you by because it's already too full of passengers. They would experience first-hand the irritation at the irregularity of service...expecting a bus to come every 15-20 minutes (TOPS), but somehow waiting almost an hour for the next bus to arrive—and for no apparent reason. These are not uncommon occurrences, either. These are daily occurrences. Also, I suggest that perhaps there are simply too many hands reaching out for money. Instead of BART trying to build a shuttle to the Oakland airport system (which I'm aware they lost funding for; and thank goodness), why aren't funds better allocated? Perhaps a streamlining of the staff budgets would be more appropriate. Last year having BART union workers, for instance, fighting for pay increases even as city (and nationwide!) unemployment levels increased steadily, is infuriating. Overhearing Muni drivers who drive nicer cars than most commuters do talk about their overtime hours, which I'm sure they're being paid HANDSOMELY for, is exasperating. And thinking about all of those in the SFMTA system who are senior level employees—getting paid bloated six-figure salaries—is angering. Here are the people who DON'T ride the bus every day, making decisions for those of us who DO. Something better needs to be done. These decisions should lie in the hands of the people. Not just our opinions to be heard via this email address that no one is probably reading anyway—but the choice of how our money is spent—should lie in the hands of those who are providing the money—we the people.</p>	
<p>Cuts in service and increases to MUNI ticket prices is without justification and completely unacceptable. MUNI's current service is the worst I've ever experienced in public transportation, when compared to other large cities here in the US and abroad. I take the N Judah to work each morning from 28th & Judah to Embarcadero. I catch it around 8:12am as this should be about a 35-40 minute ride. At least in the afternoons it always is (except for a MUNI breakdown yesterday, where it took me 1 ½ to get home). Each morning, the N is stop and go at best. Then, when we FINALLY reach the Church & Duboce tunnel entrance, we sit in the tunnel for an average of</p>	<p>The SFMTA appreciates these comments and will continue to provide the best service possible with available resources. Unfortunately, like almost all transit agencies in the United States, the SFMTA faces ongoing budget challenges because of the global and national recession. The sizeable City budget deficit and the elimination of transit</p>

GENERAL BUDGET ISSUES	SFMTA RESPONSE
<p>15-20 minutes every day because the driver reports that there is "heavy traffic." I believe most people choose MUNI to avoid sitting in their cars, stuck in morning traffic. How can there be traffic in the tunnels EVERY SINGLE MORNING?? I assume there is a person who gets paid to schedule routes and train times so that they aren't bumper to bumper?? And this never happens in the afternoon when I get off work around 5:30, so it just doesn't make any sense. In the morning it takes 20 minutes just to get from Van Ness to Embarcadero. I have been late more times than is acceptable at any job and it's always because of MUNI running behind. If I take the N at 8:12am, it should get me to work by 9am, and I rarely do. I could understand if this happened now and then, but it happens every day. And that's just when the train is actually running. A few weeks ago, I was waiting for the train at 8:10am. At 8:26 still nothing!!! I finally had to run back inside to my appt and beg my roommate to give me a ride. How can people depend on a such a faulty system to get to work and school?? Another time, this was about two weeks ago, the N picked us up at 28th & Judah, but the driver told us to get off at 19th Ave!!! From there, all of the passengers ran to catch the 28 bus. We got off at Taraval. Took the L on Taraval & 19th, then made it to the West Portal Tunnel. Well, we sat there for 40 minutes. 40 MINUTES!!!!!! I was, of course, super late to work. It took me about two hours that day to arrive at my office. I've had it with MUNI, and I know I'm just one of many passengers. I refuse to pay more for the service I have now or less!! Instead of raising ticket prices every year and cutting service on all ready packed/delayed/not-running-on-time/ trains, cut salaries!!! That's what happens in the real world. Find a way to make the trains more efficient, to get them to run on schedule, to avoid breakdowns and tunnel traffic. Make MUNI run smoothly and then I will be willing to pay more.</p>	<p>operations funding by the State of California require that the SFMTA make difficult choices to balance its budget.</p>
<p>What is being done to increase Muni ridership? The changes that are continually being made to cut service and raise fares are only going to lesson the percentage of San Franciscans using Muni as a way to travel around the city. If ridership continues to decline because of the unreliability and high costs for using Muni, we are going to continually see these proposals again and again, further weakening what is already a very weak transportation system. As a resident of the city, I want a first-class transport system. If it's reliable and functional, I'll use it. If it's not, I won't. Balancing the budget is no doubt something that is crucial to operating Muni, but the best long-term way to do that is to be attracting more</p>	<p>SFMTA actively works to retain existing customers and attract new ones. However, fares make up less than a quarter of the total cost to operate the system so increasing ridership alone will not address the current budget deficit.</p>

GENERAL BUDGET ISSUES	SFMTA RESPONSE
<p>riders rather than driving potential riders away. San Francisco is a first-class city with a third-class transit system that is embarrassing. Cutting service and making fares higher is only going to exacerbate the problem. To think that currently it's only \$0.25 cents more to ride the NY subway system than it is to ride Muni is remarkable. Muni is so far behind that high level of service found in New York that it feels like further fare increases would be simply taking advantage of Muni riders. Muni is a service to the community - how can you weaken a service then turn around and ask people to pay more for it? Reach out to potential riders, put your money where your mouth is and actually build a good transit system instead of making it less and less attractive to use. Going down this road is only going to put Muni deeper into a whole and you are going to have to work even harder to entice disgruntled riders to rely on transit service in the future. We want to ride Muni. Make it rider-friendly, not the opposite.</p>	
<p>I'm afraid your Budget Deficit will only increase one passenger at a time when others do what I just did. I bought a folding bike. It takes far less time to cross town by bike. I will be riding MUNI in the rain, but I will no longer be relying on it to get to work by buying a FAST PASS - I will become a casual rider instead of a regular commuter. If I am running late for work, it will be much faster and cheaper to bike to BART, BART to the Embarcadero (\$1.75) and bike the Embarcadero to my job. Very sad to say, but I'm fed up with all the delays, increase in cost coupled with a decrease in service. Today, I also went in to check out the all electric cars. Highway ready ones are expected on the market in 6 - 12 months. I have been a faithful MUNI rider for 7 years (giving up my car and using MUNI exclusively). It's time to get back in a car. I only wish the all electric highway ready ones were already on the market, but in the interim, I bought a folding bike. I found my own transportation solution online and on sale. It will pay itself back in just 4 adult M Passes - and that includes all the accessories! I think more folks will be following my same path.</p>	<p>The SFMTA hopes that the proposed budget options do not discourage use of public transit. The vast majority of transit agencies across the county are facing significant deficits similar to that of the SFMTA and are either reducing service or increasing fares or both given the significant loss in revenue. The SFMTA hopes that the residents and visitors of San Francisco support the City's <i>Transit First Policy</i> as well as improving the environment and will continue to choose Muni as their preferred mode of transit.</p>
<p>I believe the budget problem should be resolved by the institutions and corporations that created it and not by the People. Recently, the SFMTA has begun ticketing everything that moves or parks. I refuse to believe this is an ethical approach to fix the City's money problems. I have no more money to contribute toward the City's crisis. The City's nickel-and-dime-ing the People lowers the standard of life I moved here for. Through government-sponsored bailouts, the financial institutions, whose flagrant irresponsibility created</p>	<p>Thank you for taking your time to comment.</p>

GENERAL BUDGET ISSUES	SFMTA RESPONSE
<p>this mess, have been given ample amounts of our money - enough to solve this problem. Leave the innocent, poor People out of this. If you continue down this unjust path, expect revolt.</p>	
<p>I am writing to express my opposition to the idea of balancing MUNI's budget by extending the hours of operation for parking meters to either Sunday or later hours on other evenings. The expensive and inconvenient parking in San Francisco is already enough of a disincentive for tourists to visit San Francisco. Like it or not, San Francisco is in competition with more car-friendly destinations, such as San Jose and Walnut Creek (which are very attractive alternatives). People from places like Vacaville or Fresno like to drive their cars to tourist destinations, and The City should not do more than it already has to discourage people from visiting and spending money. I already pay exorbitant parking rates for the privilege of dining and shopping in San Francisco. From my house in Bernal Heights, I can drive my car to San Mateo County just as easily as I can drive to places like Union Street or the Richmond District. Every time parking becomes more expensive and more inconvenient, the Peninsula becomes a more attractive place to spend my time and money. With the current meter hours, for example, I can go out to dinner in San Francisco and enjoy a leisurely dinner without worrying about a parking ticket. But if meter hours are expanded to later in the evenings or Sunday, I'll be less likely to have dinner or Sunday brunch in San Francisco, as I'd have to rush through the meal with one eye on my watch, lest I overstay my hour at the parking meter. There are plenty of restaurants in the Peninsula that are just as good as those in San Francisco, and those cities have free or very inexpensive parking. Increasing hours for parking meters a good way to kill the goose that laid the golden egg. Don't do it.</p>	<p>The SFMTA is considering all possible options to address the 2010-2011 budget deficit and to adhere to and support the City's <i>Transit First Policy</i>.</p>
<p>It's absolutely insane for MUNI to be spending a billion dollars to dig a two mile tunnel to get from Market St. to Chinatown. The worst part is that if it gets built, it'll have the same terrible service as the other streetcar lines (20 minute waits in the evening no service after midnight, etc), because it requires human operators. In 2020, you'll still be depending on human operators, on your very newest line! The Bay Area pioneered computer controlled trains with BART in the 1960s; you'd think that we could have the gumption to pioneer individual-sized computer controlled trains fifty years later. But instead the Brits and the Dubai sheiks are leading the way. A system like this is going in to the Heathrow airport today; it's due to open to the public this spring. (But</p>	<p>The SFMTA appreciates these comments but does not recommend pursuing a Personal Rapid Transit system at this time.</p>

GENERAL BUDGET ISSUES	SFMTA RESPONSE
<p>Mountain View just passed a resolution in February supporting the concept of PRT service there, connecting its high-tech campuses to NASA Ames and downtown Mountain View – and perhaps eventually linking to the proposed San Jose Airport PRT system, which San Jose and the VTA are now spending \$4M to design and specify.) For much less than a billion dollars, MUNI could build a complete automated aboveground Personal Rapid Transit line between Market St. and Chinatown. Its vehicles would run on a lightweight track lifted above the sidewalks, streets, or median strips on thin pylons. The vehicles would hold two to three people, or one person and a bicycle, or one person and a wheelchair-bound passenger. This system would run 24 hours a day without human drivers, which would eliminate MUNI's largest ongoing operating expense on the line. It would also largely eliminate waiting for the next vehicle (because in normal operation the small taxi-sized vehicles are sitting at all the stops already; when someone gets in and it takes them to their destination, another empty one arrives from elsewhere in the system to take its place, if no car full of passengers is already on its way to that stop). Today there are four or five vendors in the world who could design and build this system. See the Wikipedia PRT article for an overview:</p> <p>http://en.wikipedia.org/wiki/Personal_Rapid_Transit</p> <p>Meanwhile MUNI digs itself a billion dollar hole. That billion dollars would not only pay the cost of deploying the new transit line; it would pay the entire development cost of the entire technology! Tesla Motors is building a completely new electric car company in the Bay Area for well under a billion dollars. The beauty of PRT, besides the wait time of under a minute, is that after building the first line, you can cheaply extend it by adding additional lines at any time. Riders never need to transfer; they can just punch in their destination and the vehicle takes them there anywhere in the system. (Of course, they'd still need to transfer to existing bus and streetcar lines. But over the decades, those can gradually be replaced by PRT system extensions, in the same way that MUNI electrifies a diesel line every few years. Fewer and fewer people would have to transfer, and MUNI's annual operating costs would drop whenever e.g. the Geary PRT line, replacing 38 Geary buses, goes into service and requires no drivers.) I'm not recommending this for personal gain. I have no financial interest in PRT vendors. I'm an SF non-driver who is dependent on transit, and a computer industry veteran technologist and businessman. I have an old co-worker who is now working at a PRT vendor (Taxi 2000), who taught me</p>	

GENERAL BUDGET ISSUES	SFMTA RESPONSE
<p>about it. MUNI is great, one of the best transit systems in the world, but its greatest weakness is the cost of human drivers. This is what drives high operating costs, causing service reductions whenever there's a budget shortfall, which then reduces ridership and farebox revenues, forcing people onto other forms of transportation, in a vicious cycle. MUNI has been trapped like this for decades. MUNI should *start* digging its way out of this problem, by building a transit line that doesn't require human drivers. It should not do "more of the same" and burn a billion dollars in the process. (Don't tell me most of it is "free" federal money; it comes out of taxpayer pockets no matter which level of government wastes it.)</p>	
<p>Well, at least 2 more accidents and injuries caused by your beloved privileged incompetent irresponsible overpaid untouchable drivers! After riding the Muni for over 40 years my wife and I will no longer be wasting our time and money on this mismanaged mess that has City Hall so intimidated. Of course we will still be coerced into supporting it because you refuse to allow double-parked churchgoers and neighborhood cars blocking sidewalks to be ticketed while meter maids pass them by riding in packs hurrying to enjoy their coffee and cigarette breaks together. It is outrageous that responsible San Francisco residents have no say in the way they are being gouged to support all these city employees who don't do their jobs and being lied to about how local government just can't seem to find a source of revenue!</p>	<p>Thank you for taking your time to comment.</p>
<p>I fail to see the logic in MUNI "cops" pulling those who are obviously down-and-out off MUNI buses and issuing them a ticket because they are unable to provide proof of payment. Do you honestly think there is any revenue in this? There are anywhere from ten to twelve MUNI cops on Van Ness as I write, and I just witnessed them issuing a citation to a man who had his life possessions in a backpack. What is the point? Anyone who would sneak a ride on such a poorly managed system as MUNI must be desperate. Additionally, I have been late for work almost as often as I am on time these last few months because of the dismal service provided by MUNI on the L-Taraval line. There is nothing more annoying than, when rushing to get work because I'm late (because the L was late, as usual), having to stop to show my fast-pass. I am usually carrying a brief case, a purse, a bagged lunch and a book. I have to put everything down in order to fish my fast-pass out of my purse, causing me to get to work five to ten minutes later than if unimpeded by the "cops". I am fully in support of full employment for those in San Francisco; however, I think the MUNI cops could be put too much better</p>	<p>The SFMTA has conducted a survey of all lines on the system, every hour of the day, checking customers for valid proof of payment documents. This information has enabled the SFMTA to deploy its resources more efficiently and effectively to deter customers from entering vehicles without paying the fares.</p>

GENERAL BUDGET ISSUES	SFMTA RESPONSE
<p>use than ticketing the homeless and the working class. Perhaps they could be taught a skill, such as mechanical engineering (as a way to keep the buses and trains working and running on time, or they could be used to clean the filthy cars (It is obvious from the condition of the trains and buses that car-cleaners were laid off, yet the ticket checkers are still in full force.) MUNI would be better off if management concentrated on improving service rather than trying to squeeze blood out of the turnips of the poor and working class. Both the human resources and the money spent on MUNI cops could be put too much better use.</p>	
<p>Trying to make up a shortfall in the MUNI budget by raising the cost of operating a private automobile in San Francisco is irrational. I drive my own car and I take MUNI equally for in-city travel. I understand all the reasons why it's not good policy to drive a car in SF, and my own preference always is to take public transportation for short trips and when traveling downtown. Yet, increasingly this is more problematic as riding the 38-line is a nightmare of poor service, unreliability, and overcrowding. The hard truth is that MUNI already is under-serviced and overcrowded, and driving more car owners to take MUNI by raising the cost of private transportation won't solve anything. In fact, it only will exacerbate an existing problem by forcing residents to use bus lines that can't accommodate even the current number of passengers with any semblance of reliability, a routine schedule or enough capacity for riders to board. Until you fix MUNI you can't expect more people to want to ride public transportation; and forcing automobile passengers to take MUNI won't solve the problems of a system already bursting at the seams.</p>	<p>The SFMTA is considering all possible options to address the 2010-2011 budget deficit and to adhere to and support the City's Transit First Policy, including increasing meter rates, extending parking meter hours to include Sunday and proposing measures to increase revenue and develop new sources of revenue.</p>
<p>I am one of many citizens concerned with the latest actions of your agency. By proposing to layoff so many drivers without a blink of an eye and to yet again, propose not only more fee hikes, but to now cut service even more is just plain wrong. Have none of you thought about cutting the salaries of many of your top officials. How can Mr. Nathaniel Ford be paid at \$308,000 (in addition to whatever expenses he gets for travel and living), and yet the President of the United States make a salary of \$487,000 (including annual expenses and travel) when one is leading an entire country and the other a mere transportation agency which he cannot seem to figure out how to handle? Why not propose to reduce these salaries, implement a temporary freeze on any raises across the board, to include the top brass of the agency to the mechanics and so forth? Why not hold all your employees accountable if they</p>	<p>Many SFMTA officials have taken a pay cut, including the Executive Director/CEO. Raises and work rules are subject to the SFMTA's collective bargaining agreements and cannot be unilaterally changed by SFMTA management.</p>

GENERAL BUDGET ISSUES	SFMTA RESPONSE
<p>misuse their privileges such as not adhering to good attendance, talking on the phone while driving? Here's another idea. Instead of flat-out cutting services, re-do some of the routes. On Market Street alone, most of the buses make one stop on almost every block. You can re-do these routes and change this to every 3 blocks. Why are you not looking into any proposals to offer early retirement to a number of your drivers who should clearly retire? Instead, you reward them by giving them ludicrous routes where they would be paid 8 hours irregardless of whether they actually worked. Does that even make sense to you? As a result of this kind of action, you have now coddled them so much that they are all used to just being slackers. It's no wonder that these folks do not want to leave. Why not utilize part-time employees who can do a split-shift? Yet, now you are punishing all other drivers (most of whom are not the ones making the \$100,000 salaries or even close to that). These other drivers need their jobs. These are the ones who rely on their jobs to feed their families. These are the ones who voted to accept the concessions you offered. By getting rid of drivers who are ready and willing to work, you are making the situation 10x worse because Muni has been well known to be unreliable and tardy. Now, by cutting service more in a City that is all about being "green", you are pushing people to go back into their cars, and even worst opting to live and work elsewhere. I hope that you will reconsider your decision to layoff the drivers. We certainly don't need an extra 200+ individuals collecting unemployment. Moreover, we do not need any more cuts or more fee hikes. Please do not treat yourselves as an entity separate from all your union employees. You are all one agency and need to work TOGETHER to solve this financial crisis. This does not have to be management vs. union. Everyone needs to play a part and be willing to make sacrifices. You can start with cutting Mr. Ford's salary. Going from \$312,000 to \$308,000 is hardly a pay cut. And let's be realistic here - if the SFMTA was a private company, Mr. Ford would have been terminated for poor performance. Your agency needs to stop making bad decisions. Stop punishing the public for your lack of leadership.</p>	

GENERAL BUDGET ISSUES	SFMTA RESPONSE
<p>Fiscal emergency declaration would be operating outside of the law, SFMTA can't go back to May 1 to cover service cuts. An ongoing problem, not a one-time only, no planning for hard times-- so, not a problem with revenues not covering costs.</p>	<p>Under the formula established by the California Public Resources Code, the Agency is projected to have negative working capital within one year, and therefore the financial conditions do exist to support declaration of a fiscal emergency. The declaration of a fiscal emergency is therefore a policy matter before the Board of Directors as it considers possible service modifications and increases to charges, including fares that support transit service.</p>
<p>The handout and PowerPoint presentation from this meeting shows that over half of the expenses are for salaries and benefits. An article in the Chronicle said that TWU salaries and benefits make up 25% of expenses. What is the explanation for the discrepancy?</p>	<p>Salaries and Benefits in the PowerPoint presentation represent all SFMTA employees. TWU represents Muni drivers.</p>
<p>Redirect the New Starts portion of the Central Subway funding to the Transbay Terminal Project. Redirect the local and state portion to help solve Muni's <i>real</i> problems.</p>	<p>Federal funding for projects such as the Central Subway is reserved for capital projects and cannot be redirected to assist with the SFMTA's operating fund or to address the operating fund deficit.</p>
<p>I have been riding (Muni) since 1976. Muni has gotten better, and now it has gotten worse. Now it is tanking. How about sharing the wealth? We need an audit of MTA to understand how money is being spent. Are cops working overtime on the T line? Are POP officers working overtime? They (POP) issue citations to people whose transfers have expired while they are still on the bus. They have to pay again while on the bus. This happens in low income areas and it scares the youth. Do not cut owl service. It affects the people who work late shifts. Expanding Muni would provide revenue and jobs.</p>	<p>The SFMTA has conducted a survey of all lines on the system, every hour of the day, checking customers for valid proof of payment documents. This information has enabled the SFMTA to deploy its resources more efficiently and effectively to deter customers from entering vehicles without paying the fares.</p>
<p>I thank SFMTA for having this forum. I, like previous speakers, have a monthly pass and am a regular rider. I have a car and ride on occasional rides. I walked for one half hour to get to a destination and by the time I got there still no bus. The other day it took two hours to get somewhere. In a city this size, that should not be the case. We have no reason to think that increasing fares will make service more reliable. I am encouraged to hear that we ride Muni and encourage Muni employees to ride Muni. The buses are packed and people are left stranded. I am against putting meters on Sundays because that creates a system that is not family-friendly. I would not</p>	<p>The SFMTA appreciates these comments and will continue to provide the best service possible with available resources. Unfortunately, like almost all transit agencies in the United States, the SFMTA faces ongoing budget challenges because of the global and national recession. The sizeable City budget deficit and the elimination of transit</p>

GENERAL BUDGET ISSUES	SFMTA RESPONSE
<p>move back to a city that charges (for parking) on Sundays. I am for a lot of other things like the Limited on popular routes during rush hour.</p>	<p>operations funding by the State of California require that the SFMTA make difficult choices to balance its budget.</p>
<p>How is it possible that SFMTA revenue is decreasing from rider fares when rates are increasing? If that really is the case, cut the fare, and focus on getting people to pay. How much money would the SFMTA save if it cut salaries by 5% for everyone paid over \$80,000? Share the pain. If you need to “follow a formula,” get rid of 15% unexplained absences. thea@nextstepsmarketing.com</p>	<p>Muni's fare revenues are not decreasing but other sources of income, such as state and local revenues, have decreased as a result of the economic downturn. For example, state legislative action has eliminated transportation funds equaling approximately \$180 million over the past two years. Compensation for Muni employees is based on collective bargaining agreements and cannot be unilaterally changed by SFMTA management.</p>

INCREASE REVENUE	SFMTA RESPONSE
<p>I take Muni a lot and Muni has helped me out a lot. I do have on suggestion. To help with the budget. Get rid of the three day grace period for passes. There is no need to have a grace period and this would generate more money for Muni. Thank you.</p>	<p>The SFMTA appreciates this comment and is considering all possible options to address the 2010-2011 budget deficit.</p>
<p>To save money, MUNI should do away with the 3 day grace period. Then they may be able to avoid raising the rates.</p>	<p>The SFMTA appreciates this comment and is considering all possible options to address the 2010-2011 budget deficit.</p>

INCREASE REVENUE	SFMTA RESPONSE
<p>I have lived in SF for nearly 10 years and am proud to have resided in this great city. Hence it's very disappointing to have a public transport system that does not match the brilliance of the city. I just returned from holiday from Santiago, Chile and experienced a very modern and impressive Metro system that far outshines MUNI or even NYC's Metro system. And this is from a 3rd world country! The longest I ever had to wait for any given train was literally 2 minutes. They have a Bip card system where you pay a flat rate no matter where you go. You can only use your Bip card to enter and exit the stations and on buses. NO CASH allowed. When there is zero credit left, one just easily refills at a vending machine/kiosk located everywhere in the metro stations. I know MUNI is having a huge fiscal set back. Why not overhaul the system to this refill card system so you don't lose more money? Please check out: http://www.metro.santiago.cl/planos.php</p> <p>Also, why not make people pay \$5 for the cable car period, no fast pass allowed?</p> <p>Sincerely, A hopeful Muni patron</p>	<p>The SFMTA has been actively working with the Metropolitan Transportation Committee on a Transit smart card fare payment system called the Clipper Card (formerly Translink), including participation in a pilot program. The SFMTA is considering all possible options to address the 2010-2011 budget deficit, including changes in the fare structure.</p>
<p>Making up for lost funds idea: Instead of charging Muni Pass Holders more for Cable Cars and Express Busses is there a way to get money from the people that help cause the slow down in service? You can put cameras on the fronts of busses that often get blocked by cars and auto ticket (like the photo enforced intersections) cars and trucks that drive in bus lanes, block bus stops and double park. This would encourage motorists to not impede Bus Service and it would also help revenue. It's a 2x win! Thank you for your consideration...</p>	<p>The SFMTA appreciates these comments. Starting in January 2008 the SFMTA began a pilot transit lane enforcement project that includes cameras on Muni vehicles to detect violations of parking restrictions in transit-only lanes, and issues parking citations based on video evidence.</p>
<p>SFMTAB not doing what it was created to do-- put transit first. Fiscal emergencies used to decrease service. Need to increase revenue and develop new sources of revenue, particularly for parking-- parking meters, fees for Sunday parking.</p>	<p>The SFMTA is considering all possible options to address the 2010-2011 budget deficit and to adhere and support to the City's Transit First Policy, including changes in meter rates, extending parking meter hours to include Sunday and proposing measures to increase revenue and develop new sources of revenue.</p>
<p>Fiscal emergency would make it easier to cut service and raise fares-- which the public is against. Tax those people who actually have money-- businesses and millionaires-- and drivers. Put revenue measures on the ballot.</p>	<p>The SFMTA is considering all possible options to address the 2010-2011 budget deficit, including ballot measures to raise revenue. However, the SFMTA must consider the interests of all stakeholders, including automobile</p>

INCREASE REVENUE	SFMTA RESPONSE
	users.
<p>We live in San Rafael but often visit SF for cultural/recreational activities, usually by Golden Gate Transit with a change to Muni. Service cuts will mean less frequent visits. The main reason that we do not live in the city is that the "transit first" policy remains a talking point for politicians, rather than a serious plan for reducing traffic congestion. This makes for an unattractive and impractical quality of life. Please increase meter rates and hours to produce revenue for Muni. This will help to decrease traffic congestion, and everyone will benefit.</p>	<p>The SFMTA is considering all possible options to address the 2010-2011 budget deficit, including changes in meter rates and extending parking meter hours to include Sunday.</p>
<p>As a committed Muni rider and one who has devoted a good deal of my career to transportation, I reacted quite negatively to your support of wrapping buses & transit vehicles with advertising. I know this is a revenue source but it sends one more message that anything in the public domain can be bought. One of the worst consequences is further degrading the experience of the rider: these "wraps" obscure the vision from the interior of the vehicle no matter how "invisible" the ad folks depict them. How many more ways can we find to penalize the customer? I recall innumerable times when I felt like a prisoner in a bus because I was denied a view out--often unable to even see the stop or a street sign I was looking for. The other day I saw a double deck tourist bus go by with a "wrap" for Palm electronics products. This was a blemish on the landscape and it says someone's dipping into the fast-and-easy bucket. Why not celebrate with civic art instead on the buses--touting our museums, theatres, and other major institutions? Let Palm, Intuit, or other Silicon Valley fat pockets pay for something like this hence fattening the Muni coffers. I think the practice of placing modest ads on the sides and rear of buses is fine within limits. I also like the advertising kiosks and bus stop shelter panels. Maybe the entire bus becomes a tasteful graphic without engaging the windows. But please don't let the ad junkies take over the entire vehicle. I'm reminded all too much of the obnoxious "traveling billboards" on flatbeds that roam our streets.</p>	<p>The SFMTA would only implement wraps that cover windows after a full safety review that confirms that the materials would not impair vision from either the interior or the exterior of the vehicle.</p>
<p>How much revenue is being lost to private corporate buses? The private companies are taking passenger 'market share' from MUNI and using MUNI's resources (bus stops, etc) to service the market. Perhaps a surcharge per-passenger-seat is an appropriate way to generate revenue. It won't solve the budget problem, but every bit counts.</p>	<p>The SFMTA is considering all possible options to address the 2010-2011 budget deficit.</p>

INCREASE REVENUE	SFMTA RESPONSE
<p>No MUNI service cuts are acceptable. Our business operates seven days a week, 24-hours per day, and our staff people need good, reliable transit. The T line is an excellent route for us, if it works well. However, it moves much too slowly around the Caltrain station and needs signal priority. Best ideas to raise funds: 1. Have parking meters operate seven days a week, 24 hours per day. Transit riders pay full fare at all hours, and so should car drivers/parkers 2. The recommendations made by SPUR, with the exception of the recommendation to wrap busses in advertising (makes the ride and view very unpleasant) 3. Use job creation stimulus funds to put conductors on transit to assure collection of fares, reduction of graffiti and a better ride.</p>	<p>The SFMTA appreciates this comment and is considering all possible options to address the 2010-2011 budget deficit, including changes in meter rates and extending parking meter hours to include Sunday. However, the SFMTA must consider the interest of all stakeholders, including automobile users.</p>
<p>I will be unable to attend tomorrow's public meeting, but I wanted to write in. Please mark me down as being in favor of the installation of up to 1000 more parking meters as well as eliminating free parking on city streets on Sundays and evenings. Why are we subsidizing the free use of automobiles? We already pay so much for road paving, pothole fixing, etc. If people want the privilege of polluting and congesting our city through individual car use, they must pay a greater cost. Let that money go to those who support our public transit system. Our excellent transit system is in danger of serious decline due to fare hikes and service cuts.</p>	<p>The SFMTA appreciates this comment and is considering all possible options to address the 2010-2011 budget deficit, including changes in meter rates and extending parking meter hours to include Sunday.</p>
<p>I realize that you are extremely busy with the budget crises, however eliminating our 12B compliant policy would be a dramatic step in saving millions of dollars for the City.</p>	<p>Section 12B of the Administrative Code was passed by the Board of Supervisors and approved by the Mayor and is subject to the City's legislative process.</p>
<p>Here's a question you might consider asking Muni officials: If Muni is facing such a huge deficit that they are proposing across-the-board service cuts, then why is the regular adult monthly Fast Pass still so cheap? The regular adult monthly Fast Pass is \$60.00. At \$2.00 per fare, an average daily round-trip commute costs \$4.00 per day. If a person who commutes round-trip every weekday for a month were to pay cash only, that would cost \$80.00 for four 5-day weeks, or 20 days. Add any extra weekdays in any given month, plus errands on weekends and a cash-paying rider would pay \$120.00 for a 30-day month. With the regular adult Fast Pass at \$60.00, a weekday-only Muni commuter now gets the last week's rides (\$20.00 minimum) for FREE. If the person rides every day, including weekends, then the Fast Pass rider gets free rides for 15 days out of every 30-day month -- a \$60 value. Maybe Muni would be able to close their budget gap if the adult Fast Pass were to cost commuters what it actually costs cash-</p>	<p>The SFMTA is considering all possible options to address the 2010-2011 budget deficit. However, the SFMTA must ensure that the Fast Pass remains affordable to its customers and that it is priced to support the City's Transit First Policy.</p>

INCREASE REVENUE	SFMTA RESPONSE
<p>paying riders -- \$80.00 minimum for weekdays only and \$120.00 for a 30-day month. Commuters would be paying that anyway, if they paid cash. Most people I know, including myself, buy a Fast Pass so we don't have to carry cash for our Muni rides. If Muni were to raise the price of a regular adult monthly Fast Pass to more accurately reflect the true cost of fares, they could just about DOUBLE the amount of money they receive from the sales of regular adult monthly Fast Passes, couldn't they? How many adult Fast Passes do they sell a month? I've never seen the figures anywhere, but I bet sales are huge. Personally, I would rather pay full fare every day every month than have to deal with the service cuts they're proposing. Also, Muni says they are planning to go to Translink only for fares by the end of 2010. Under that scenario, everyone would pay full fare, according to their categories -- senior, regular adult, child, disabled -- every ride anyway. There'd be no more "free weeks" after that -- so why don't they raise the cost of a regular adult monthly Fast Pass now? Something to think about.</p>	
<p>Let's be sure MUNI is collecting ALL fares. I'm a daily rider and can tell you this is NOT the case. This isn't fair to those who do pay. This culture has to be broken. Let's put people in authority on the buses and impose hefty fines on those that don't pay. The fines then need to be collected. If the City cannot run a service that serves the public, then we should invite competition. Cutting service is ridiculous when we need fewer cars around the City. Let's pilot an alternative. I would be willing to pay more if ALL fares were collected and we had competition.</p>	<p>The SFMTA has conducted a survey of all lines on the system, every hour of the day, checking customers for valid proof of payment documents. This information has enabled the SFMTA to deploy its resources more efficiently and effectively to deter customers from entering vehicles without paying the fares.</p>
<p>I understand that the poor economy has reduced funds available for transportation services. You are attempting to balance SFMTA's budget by increasing Muni fares, some parking fees, and reducing Muni service. Yet one avenue you NEVER seem willing to explore: reducing services to automobile drivers. Your parking fee increases are extremely modest, and don't affect the vast majority of free roadside parking offered at taxpayers' expense. You act like only Muni actually cost the City operating expenses. I'm sure you can tell me to the dime how much that is. Do you perform a similar accounting for how much providing services to car drivers costs? Why not? Such services include: road and traffic signal maintenance, court and police costs for accidents, health costs caused by car pollution, the free parking mentioned above, heavily subsidized City garages... indeed every City department provides services to car drivers or has its budget significantly impacted by automotive externalities. Yet there</p>	<p>The SFMTA is considering all possible options to address the 2010-2011 budget deficit, including meter rates and extending parking meter hours to include Sunday.</p>

INCREASE REVENUE	SFMTA RESPONSE
<p>is not a peep from you about dealing with this problem, which I suspect burdens the City budget to a much greater extent than operating Muni. In theory the City has had a "Transit First" policy for decades. In the three decades I've lived here, Muni service has steadily worsened while the City continues to give car drivers a free ride. In your agency we now have a unified transportation structure for overseeing all modes and balancing them. You've done a poor job. Whenever there are budget problems which is always, you turn to Muni as the easiest place to cut. Car drivers remain sacrosanct, undoubtedly because they are richer. Ultimately your policies will lead to a complete destruction of Muni, the death of a thousand cuts. It is Muni that keeps the City healthy and an alternative to the Los Angeles type lifestyle that dominates the rest of America. Once destroyed, we will never be able to return. Each cut pushes more people off Muni and into cars. Once in cars those riders will be nearly impossible to lure back, especially as the City is not willing to take the kinds of actions European and Asian cities routinely take to make transit more competitive with car travel. These actions you have been too cowardly to take include congestion pricing along Doyle Drive (a great way to extract money from rich Marinites!) and establishing a pedestrian car-free zone along Market Street. These actions would be no-brainers in Europe. But we're Americans so we have no brains, right? I don't want to hear about a 10% cut in Muni service until you propose an equivalent cut in car services.</p>	
<p>I suggest that MUNI charge more for transit service before 7AM and after 8PM. This is strongly preferable to eliminating early and late service, or making it run once an hour. It's important that people be able to move around the city at any hour. But the city's cost per passenger is significantly higher when running almost-empty buses on the early and late runs of the day. One way to cure this is to eliminate the almost-empty buses. Another way is to charge enough to keep them. For example, a dollar surcharge on early and late service would make it cost \$3 rather than \$2 to move around during those hours. Someone with an ordinary Fast Pass would have to pay a dollar in addition to showing the pass. On these almost-empty runs, the drivers have plenty of time and attention to collect the surcharge from each entering passenger, without significantly delaying the buses. (Of course, some people with a Fast Pass would not have a dollar in change, etc, and the drivers would let some small fraction of the people on without paying the surcharge. But the same thing happens today; some people weasel their way on all the</p>	<p>The SFMTA appreciates this comment and is considering all possible options to address the 2010-2011 budget deficit, including changes in the fare structure.</p>

INCREASE REVENUE	SFMTA RESPONSE
<p>time without paying, and sometimes a guy with only a \$20 bill gets to ride for free. No big deal.) The obvious alternative to higher prices is to reduce service, as was done in the last round of cuts. But that costs everybody more in the long run. It wastes every rider's time when the bus only comes every 30 or 60 minutes. A lot more people would end up having to use SF's truly lousy taxi service, which is not only much more expensive than a \$3 night fare, but much less reliable -- and MUNI would get no income from anyone who it forces to take a taxi. For people who regularly travel early or late, SFMTA could offer premium fast passes that would handle the entire fare at all hours. These can probably be combined with the BART-in-the-city fast passes, which I suspect that few people have bought. The late-night surcharge would cause many more people to buy the premium passes. Offering premium fast passes would also have another benefit, if handled properly. I think SFMTA should market those passes as a way for people who have plenty of money to support uncut MUNI service during this time of stress. The "BART too" pass was clearly marketed as only being for commuters who live in the Mission where BART runs but MUNI streetcars don't (and a way to avoid MUNI having to pay BART a fraction of every fast pass's revenue). If the premium passes are marketed as a *philanthropic* way to feed a few extra dollars into the system to actively help keep service levels up for everybody, I think that some, perhaps many, people would pay the extra amount. Design the pass like a schoolteacher's gold star or a "MUNI Supporter" badge of some kind -- like the "I Voted" stickers or the "I donated blood today" stickers. Showing your premium pass should reveal your pride that you did your small, approachable part toward keeping the city livable for everyone. For some cultural reason, Americans are by far the most philanthropic people in the world, giving double the world percentage of their incomes to charity. MUNI should let itself be enriched by this. I'm involved in many nonprofits, and I can tell you that when a nonprofit offers a membership at four or five different prices, not everybody picks the lowest price! We literally doubled our membership revenues in a year at the Electronic Frontier Foundation, merely by switching from asking people join at \$40/year (\$25 for students) to letting them join at \$25, \$40, \$75, \$100, or letting them pick their own price. Enough people were happy to give more that our average membership income ended up close to \$80 rather than below \$40. This has remained true for years, through both bubbles and recessions. Many nonprofits have figured this out -- it's time for MUNI to</p>	

INCREASE REVENUE	SFMTA RESPONSE
<p>try it. MUNI could sell the premium fast pass for \$80 or \$100 or \$125 or \$200. You get the same service at any price -- but you get a prettier pass or something simple and cheap like that. Or perhaps you get nothing at all different you just know you're making a difference. Maybe the \$200 pass lets you bring a friend on board for nothing. I already buy a Fast Pass every month, even though I don't commute daily, and it costs me more than if I just paid the fare every time. It supports the system, and it supports my own convenience in not having to always manage to have change when I need to move around. I suspect that I'm not the only one. Allow us to pay MUNI more for this convenience, and encourage us to do so! If you want to go whole hog on the philanthropic approach, I also suggest offering opportunities to major donors. Let a business or a wealthy person "Adopt a MUNI Line" by donating an appropriate amount (\$24,000?). Let them donate it all at once, or pay monthly, however they prefer. Give them a free ad inside the buses -- "Apple proudly supports the MUNI system; ride the 30 or 45 line to our store at Stockton and Market." Every big business has a charitable arm. Even Cole Hardware, a four-store chain, gives tens of thousands of dollars every year to charity. Warren Hellman spends millions every year to put on an amazing free concert in the park. Old-money and new-money philanthropists at the San Francisco Foundation give away hundreds of millions every year (I'm one of them). Make it possible and easy for them to give some of that to MUNI! Give them a charitable tax deduction; that's important to many individuals, though irrelevant to many businesses (since they can deduct both charitable gifts and ordinary expenses). Doing this well will cost (one well qualified staff person's salary) but if it's the right staff person, they'll easily raise enough to pay their salary in the first year, and subsequent years will contribute real money into the system. I'm sure that Sandra Hernandez, head of the SF Foundation, would be glad to work with MUNI on this (she used to run the city Health Dept). I'm sorry I can't make any of your public meetings, but I hope these ideas will help.</p>	
<p>Get off your administrative butts and stop collecting your fat salaries! What the MTA needs is more representation from the very people that deal with the top heavy administrators like yourselves implementing nonsensical fare increases and service cuts that obviously you administrators are not affected by since you are too busy driving your fancy cars back and forth. Appoint some real people to the board and see what a difference it will make when the MTA board shuts down local</p>	<p>The Mayor appoints the SFMTA Board of Directors and is actively seeking SFMTA Board members who are Muni customers.</p>

INCREASE REVENUE	SFMTA RESPONSE
<p>mayors' actions.</p>	
<p>Years ago there was a proposal to levy a transit fee on businesses located in the downtown area. Did that ever come to be? If so, could we increase the fee? If not, are there any plans to implement this?</p>	<p>The City has a Transit Impact Development Fee that charges developers for the impacts of new development on transit. The SFMTA is exploring possible changes to that fee to enhance revenue.</p>
<p>The MTA now wants city employees to pay for the privilege of parking like the rest of us. How about all the free spaces they give their own employees who leave their cars at the bus barns? How about all the Rec. and Park employees who are also given free parking. And all the other city employees who are given free spaces to park where there are no meters. But for me you want to charge me through the roof. If you implement evening and Sunday hours for parking you might as well put up a sign at our borders saying keep out. We will lose more money that way because who wants to go out to dinner or a movie and pay \$3.00 per hour for parking? And I say no to parking meters in Golden Gate Park. I go there for Recreation that I pay for through taxes and should be able to use the park as much as anyone who is close enough to walk to it. You are sending my business dollars, entertainment and shopping dollars out of San Francisco. These short sighted ideas never take into account the unintended consequences of your bright ideas. Before our city goes bankrupt you must stop giving into the unions, stick to what government should be paying for and let charities take care of all the hundreds of social programs that have taken the bulk of our 6.6 Billion dollar budget.</p>	<p>The SFMTA has eliminated free parking for its employees and other City employees. The SFMTA is considering all possible options to address the 2010-2011 budget deficit, including measures that adhere to and support the <i>City's Transit First Policy</i>.</p>
<p>I don't understand how during a fiscal emergency of such proportions still a certain class of road user is somehow protected from paying their fair share. I don't understand why car drivers who park at publicly owned and maintained parking spaces get to park for free after 6pm and on Sundays. No free Muni - no free parking. The mandate for the MTA Board states that they shall find new revenue sources - not that they shall ignore identified revenue sources because they are considered politically difficult. There should be more discussion going on about future revenue sources, market rate meters, market rate residential parking permits, congestion</p>	<p>The SFMTA is considering all possible options to address the 2010-2011 budget deficit, including meter rates and extending parking meter hours to include Sunday.</p>

INCREASE REVENUE	SFMTA RESPONSE
<p>charging - why are car drivers being given a free pass in this Transit First City? Sure it's no big deal for me to be late to work because the bus schedule has been cut, but some people will lose their jobs because they depend on Muni and they cannot afford to own a car, or choose not to own a car because it is the right thing to do for the health of our city and the planet. Why are these car drivers being treated as if they are doing something good for the City when in reality we'd all better off, and transit would run faster, if more people choose to get rid of their cars. If paying for parking on Sundays and after 6 pm helps them come to that decision - great. Please stop treating car drivers like first class citizen and the rest of us like 3rd class citizens. I am simply dumbfounded at the idea of willfully ignoring a revenue source in this time of fiscal emergency.</p>	
<p>On the 30 and 45 lines, at the stop on Kearney between Post and Geary, more than half of the riders board the bus through the back doors. I saw fare inspectors once at the previous stop, but far fewer people board at that stop than at the stop between Post and Geary. If people would actually pay their fares, Mini might get its money back.</p>	<p>The SFMTA has conducted a survey of all lines on the system, every hour of the day, checking customers for valid proof of payment documents. This information has enabled the SFMTA to deploy its resources more efficiently and effectively to deter customers from entering vehicles without paying the fares.</p>
<p>I understood that service on the #5 line was to increase in Jan 1020. At first, it did seem better. But lately, numerous buses have passed my by when I've tried to go home after work. So, I have switched to the #21 after work. I'm sure other people will start doing this, too. So lines that seemed adequate before will now become overburdened. Also, I timed how long it will take me to walk to work, because now the #5 has also become problematic in the morning commute with 10% cutbacks in service. I'm sure it will only get worse. I'm sure others will thank of that, too, which will reduce ridership just when Muni needs more revenue, not less. San Francisco needs to tax downtown business to raise revenue for Muni. Muni is severing those businesses by delivering their workforce to them on a daily basis. Why must that workforce, plus seniors, low-income San Franciscans, etc., bear the burden? We hear "share the pain," but how about sharing the wealth? Do not diminish the number of stops. Do not diminish the number of buses. Do not privatize Muni!</p>	<p>The SFMTA is considering all possible options to address the 2010-2011 budget deficit, including ballot measures to raise revenue.</p>

INCREASE REVENUE	SFMTA RESPONSE
<p>The City should increase and extend parking fees to maintain Muni service without increasing fares. Fares for poor, elderly and disabled should not be increased. Reducing Muni service is the wrong direction for San Francisco to go if it wants to be a walkable, bike-friendly, livable green city.</p>	<p>The SFMTA appreciates this comment and is considering all possible options to address the 2010-2011 budget deficit, including changes in meter rates.</p>
<p>If Muni were privatized, it would be in chapter 11, in bankruptcy. Because of union contracts and the way the city charter is, the budget can never be fixed and not balanced. Please support efforts of Supervisor Elsbern to correct this. There are other sources of revenue that Muni needs to look at and get creative 1) maybe hold a benefit concert 2) have Affinity credit cards where every purchase donates for public transit. Muni should look at ways to increase ridership and help those who are not being served. There are people who pay full fare when they ride. Muni should come up with a monthly pass for the occasional rider, such after ten rides you get a discount of ten or twenty percent. After a certain amount of rides there is a cap.</p>	<p>The SFMTA appreciates these comments and is considering all possible options to address the 2010-2011 budget deficit.</p>

DECREASE EXPENDITURES	SFMTA RESPONSE
<p>Last year's MUNI transition involved printing many tens of thousands of expensive color booklets that showed each changed line and how you could adapt. Please don't do that again! Those booklets are still sitting around in the racks on the buses, even today! Instead, print new Muni maps and put those in the racks on the buses. They will be useful to the riders long after the changeover. They will also be useful to the tourists, who I always see on the buses and streetcars trying to follow along on those really bad tourist maps. (I end up carrying a MUNI map at all times -- it's the best map of the city that I know -- and giving mine to any tourist who looks like they could use one.) They cost the same to print -- or probably less -- than the brochures. You'll have to print new maps anyway -- so make those the transition brochures. People already know how to look up which bus to take on the maps. They don't need a brochure that leads them by the hand. After the transition, people will have to buy the maps from booksellers like they do today. But during the transition,</p>	<p>The SFMTA plans to print a simple one-page guide to the planned service changes. Unlike the service changes that were implemented in December 2009, no routes are planned for elimination or rerouting. The SFMTA will print new Muni maps reflecting new service frequencies and hours of operation that will be available for sale and posted in shelters.</p>

DECREASE EXPENDITURES	SFMTA RESPONSE
<p>they'd get free maps on the buses -- something they'll keep, rather than something they'll read once and throw away.</p>	
<p>Why is the bus so expensive anyways? And why I am checked by SF MUNI police and older people who enter the bus in the back are never screened (especially in and around Chinatown)? Maybe enforce fares on these folks instead of making everyone else pay for them. I for one rely on San Francisco buses and light rail trains to get around the city and I cannot afford another rate hike. Also, in the past three years I've lived here, it seems like my transfers are getting shorter and shorter. Many times just to run an errand I will have to pay fare twice. It seems like there are other efficiencies that can be realized as well, instead of raising rates: Getting rid of terrible drivers, some even drink on the job, would go a long way in saving money. Many union members are bumped up into high pension benefits with promotions just before they retire; this seems like an unfair use of our resources. Half of the drivers are rude and unfriendly, there are many nice drivers, but when a driver slams the doors on your face after running after the bus in the rain is cruel. Raising rates in these tough times is really unfair.</p>	<p>Fares are one of the sources of revenue that fund the Muni system. The SFMTA has conducted a survey of all lines on the system, every hour of the day, checking customers for valid proof of payment documents. This information has enabled the SFMTA to deploy its resources more efficiently and effectively to deter customers from entering vehicles without paying the fares.</p>

GENERAL COMMENTS	SFMTA RESPONSE
<p>Work with the organizers to utilize their constituents and capitalize on the fact that they're organizing meetings for the SFMTA. This is your salary at stake, and lend them an economist or two.</p>	<p>Thank you for taking your time to comment.</p>
<p>I represent the Northern California democracy act, ballot initiative "all leg." All actions regarding revenue or budget must be by majority vote." A 2/3 requirement keeps cities from getting money. Service cuts are the result of the 2/3</p>	<p>The SFMTA appreciates these comments.</p>

GENERAL COMMENTS	SFMTA RESPONSE
requirement. We are held hostage by 1/3 + 1 who say “no” to possible tax revenue sources. This ballot initiative will restore power to voters. Please sign the petitions I brought.	
I have ridden Muni for a long time. I realize that the problem is not transparent. The merger of Muni, DPT and taxis has made each more poorly run and has not given more transparency. Who pays for school buses? There is no transparency from Muni or MTA, but they are too big to fail, just like banks.	The SFMTA appreciates these comments.
I agree with comments about service. I have been a rider since 1964. I have experienced drivers shutting doors in peoples’ faces, and rude drivers. Regarding the replacement and removal of bus shelters, do not make them less comfortable for people waiting longer for buses. The glass shelters get broken. The removal of bus stops on the 24 doesn’t make buses run more frequently. Buses take longer. MTAP groups of 8 board buses. They look like thugs and they intimidate people. Drivers talk on cell phones.	The SFMTA appreciates these comments.
I have been in San Francisco since I was 18 years old. I came from Milwaukee. I find it funny that San Francisco has anything to do with the budget. I can testify that Muni been this bad since I got here. When you say bunching is an issue, why not address this first. You also mentioned we are waiting for California handout. Where do the handouts end? (You should) look at efficiency. I live on Geary. Why should I have to wait more than 15 minutes? I have been waiting 38 minutes. The homeless problem is ridiculous. Rent is ridiculous. We have reached the breaking point. Muni was my last hope in living here. We noticed and we know that people will increase walking or biking because we are not getting the bus service we need.	The SFMTA appreciates these comments.
I am from New York and I have a lot of public transit experience. Many drivers show up as ambassadors, but more are either uncaring or rude. I have submitted over 100 comments to the 673-Muni call center. I have demanded hearings and have had PSR hearings. The Operators are part of the problem, not the solution. Stop consolidation is ineffective. Recent cuts make service deplorable, rate of C.	The SFMTA appreciates these comments.

ALTERNATIVES CONSIDERED

The SFMTA Board will be considering various options to address the FY2010-2012 deficit.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The City Attorney has reviewed this item.

FUNDING IMPACT

Impact to FY 2010-2012 SFMTA two-year Operating Budget.

RECOMMENDATION

It is recommended that the SFMTA Board of Directors adopt a resolution finding that a fiscal emergency continues to exist caused by the failure of the Agency to adequately fund agency programs, facilities and operations 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. The SFMTA has responded within 30 days to the oral and written comments and suggestions made by the public and met all other requirements of the statute and its implementing regulations.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, Charter section 8A.106 provides that the San Francisco Municipal Transportation Agency ("SFMTA") must submit a two-year budget by May 1st of each even-numbered year; and

WHEREAS, The SFMTA faces a severe continuing fiscal challenge resulting from the economic downturn; and

WHEREAS, The SFMTA is considering modifications to transit service and increases to various fares, fees, fines, rates and charges that support transit service; and

WHEREAS, Reductions in transit service and increases to fares, fees, fines, rates and charges that support transit service normally require an evaluation of the potential environmental impact of such modifications under the California Environmental Quality Act (CEQA); and

WHEREAS, CEQA provides a statutory exemption for the modification of existing transit service, facilities, programs or activities and increases to fares, fees, fines, rates and charges that support transit service that are required by a publicly owned transit agency's "fiscal emergency" as defined by California Public Resources Code section 21080.32 and California Environmental Quality Act implementing guidelines, Title 14 of the California Code of Regulations section 15285 caused by the failure of agency revenues to adequately fund programs, facilities and operations; and

WHEREAS, A fiscal emergency exists when an agency is projected to have "negative working capital" within one year from the date that the agency finds that a fiscal emergency exists; and

WHEREAS, California Public Resources Code section 21080.32(d)(2) provides that, in calculating the available working capital, an agency is to add together all unrestricted cash, unrestricted short-term investments and unrestricted short-term accounts receivable and then subtract unrestricted accounts payable and that reserves shall not be included in this calculation; and

WHEREAS, Current projections reveal a shortfall of revenues as compared to anticipated expenses or "negative working capital" of approximately \$65.2 million for FY2010-2011; and

WHEREAS, On March 2, 2010, the SFMTA Board of Directors held a noticed public hearing on the proposed declaration of continuing fiscal emergency; and

WHEREAS, On March 30, 2010, the SFMTA responded to comments and suggestions that were made by the public at the March 2, 2010 public hearing or otherwise submitted to the Agency by March 12, 2010; now, therefore, be it

RESOLVED, That the SFMTA Board of Directors declares that a continuing fiscal emergency exists caused by the failure of agency revenues to adequately fund agency programs, facilities and operations 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.

I hereby certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of _____.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency