

MUNICIPAL TRANSPORTATION AGENCY
City and County of San Francisco

DIVISION: Finance & Information Technology

BRIEF DESCRIPTION:

Public hearing to discuss options for balancing the Amended Operating Budget for 2009-2010 including possible increases to fares, fees, fines, rates and charges as well as transit service modifications and other expenditure reductions.

SUMMARY:

- Under Proposition A, a ballot measure passed by the voters in November 2007, the SFMTA must submit an Operating Budget to the Mayor and the Board of Supervisors by May 1st of each even numbered year. The Operating Budget for the second fiscal year may be amended by May 1st of each odd numbered year.
- On March 17, 2009, the SFMTA Board of Directors reviewed the Amended Proposed Operating Budget for 2009-2010 including a projected \$128.9 million deficit.
- The SFMTA Board of Directors requested further information on several options to balance the Amended Operating Budget for 2009-2010.
- Pursuant to Charter Section 16.112, public hearings regarding increases to fares, fees, fines, rates and charges as well as transit service modifications are being held at the April 7, 2009, and April 21, 2009 SFMTA Board meetings.
- Pursuant to Charter Section 16.112 and the Rules of Order of the Board of Directors, an advertisement was placed in the City’s official newspaper to provide notice that the Board of Directors will hold public hearings on April 7, 2009, and April 21, 2009, to consider possible increases to fares, fees, fines, rates and charges as well as transit service modifications. The Board’s Rules of Order require that the advertisement run for at least five days and not less than fifteen days prior to the public hearings. In compliance with this requirement, the advertisement ran in the San Francisco Examiner beginning on March 16, 2009 for a five-day period.

ENCLOSURES:

1. Exhibits 1-9

APPROVALS:

DATE

DEPUTY OF DIVISION

PREPARING ITEM

FINANCE

EXECUTIVE DIRECTOR/CEO

SECRETARY

ASSIGNED MTAB CALENDAR DATE:

_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

PAGE 2

Purpose

Public hearing to discuss options for balancing the Amended Operating Budget for 2009-2010 including possible increases to fares, fees, fines, rates and charges as well as transit service modifications and other expenditure reductions

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

Proposition A, a ballot measure approved by the voters in November 2007, included several provisions affecting the SFMTA budget and budget process. One of the changes is that in even-numbered years, the SFMTA must submit a two-fiscal year budget. In odd-numbered years, the SFMTA may submit budget amendments for the second fiscal year. Therefore, for 2009-2010, the second year of the two-year budget originally approved by the SFMTA Board of Directors on April 15, 2008, the SFMTA must submit a balanced budget as an amendment to the Mayor by May 1, 2009. Additionally, if balancing the budget includes any fare changes and/or transit route abandonments, seven members of the Board of Supervisors have the opportunity to reject the SFMTA 2009-2010 Operating Budget in its entirety.

The SFMTA Board adopted the 2008-2009 and 2009-2010 Operating Budgets on April 15, 2008 pursuant to the Charter. The approved 2009-2010 Operating Budget totaled \$820.4 million including \$2.2 million for Taxi Services. Subsequently, the Taxi Services budget was removed from the SFMTA Budget during the City Budget process pending the transfer legislation. During the approval process of the 2008-2009 and 2009-2010 Operating Budgets, the SFMTA Board requested that attempts be made to revisit the budget and determine whether cost savings could be made without negatively impacting operations and service. This effort resulted in a reduction to the Operating Budgets for both years by \$1.6 million in Municipal Executive's Association (MEA) positions. Therefore, the final 2009-2010 is \$816.7 million as published in the 2008-2009 and 2009-2010 Adopted Operating Budget. Since April 15, 2008 there has been a severe downturn in the economy across the globe which has had a significant impact to the original 2009-2010 budget projections

At the March 17, 2009 SFMTA Board meeting, the Amended Proposed Operating Budget for 2009-2010 presented included the following revenue and expenditure projections:

Projections	Published Operating Budget 2009-2010	Amended Proposed Operating Budget 2009-2010
Revenues	\$816.7M	\$726.9M
Expenditures	\$816.7M	\$855.8M
Deficit	\$0M	(\$128.9M)

At the same meeting, the SFMTA Board of Directors discussed possible options to address the anticipated deficit for the 2009-2010. The options included service modifications, expenditure reductions as well as increases to fares, fees, fines, rates and charges.

The following table highlights options for the SFMTA Board of Directors to consider in their deliberations to address the deficit in the Amended Operating Budget for 2009-2010.

Description Of Proposal	Notes	Amount
Eliminating Positions	Eliminate 370 positions (See Exhibit 1)	\$32.0 million (annual amt)
Furloughs/Wage Give Back	1 day per month (4.6%) for filled positions (not including positions which are not to be filled) Management: \$1.2 million annually Administrative/Technical: \$3.5 million annually Front Line: \$11.4 million annually Operators: \$8.3 million annually Subject to successful discussions with labor unions	\$24.4 million (annual amt)
Use of Reserve	Use of Reserve established by Board Approved Reserve Policy	\$10.0 million (annual amt)
Roll Back all Non-personnel line items	Eliminate half the CPI increases assumed in 2009-2010 to 2008-2009 figures	\$11.3 million (annual amt)
Increase Single Ride Fare	Increase the \$1.50 for adult single rides to \$2.00 and discount single rides from \$0.50 to \$0.75 as of September 1, 2009. (See Exhibits 2, 4, 5)	\$14 million annually, \$10.5 million for 9 months
Increase Cable Car Passports	Cable car passports were last increased in 2005. Increasing the 1-day, 3-day and 7-day passports by \$2.00 to \$13, \$20 and \$26 respectively as of September 1, 2009	\$1.3 million annually, \$1.0 million for 9

Description Of Proposal	Notes	Amount
	(See Exhibits 2, 4, 5)	months

Description Of Proposal	Notes	Amount
Increase Adult Month Fast Pass	Increase the adult Fast Pass rate from \$55 to \$60 on January 1, 2010. The rate is set to increase from \$45 to \$55 on July 1, 2009. (See Exhibits 2, 4, 5)	\$7 million annually, \$3.5 million for 6 months
Increase Discount Passes for Youth, Seniors and Disabled fares	Increase the discount Fast Pass rate from \$15 to \$20 on January 1, 2010. The rate is set to increase from \$10 to \$15 on July 1, 2009. (See Exhibits 2, 4, 5)	\$2.5 million annually, \$1.25 million for 6 months
Premium Monthly Pass for Express Routes	Increase pass by \$5.00 for those customers using Express Routes as of September 1, 2009. Currently approximately 25,700 customers ride the express routes daily. Assuming that 80% use passes. (e.g. monthly adult pass would be \$65 and discount monthly pass would be \$25). (See Exhibits 2, 4, 5)	\$1.5 million annually, \$1.1 million for 9 months
Premium Monthly Pass for BART/Muni Use	Increase pass by \$5.00 for those customers using both systems as of September 1, 2009. Currently SFMTA pays BART \$1.02 per trip or over \$12 million per year. Assuming 40,000 trips per day on BART by Fast Pass purchasers. (e.g. monthly adult pass would be \$65 and discount monthly pass would be \$25). (See Exhibits 2, 4, 5)	\$1.2 million annually, \$0.9 million for 9 months
Increase Paratransit Fares	Increase Van Services from \$1.65 to \$2 and Ramped Taxi Services from \$4 to \$5 per scrip book valued at \$3. These rates were last increased in 2006. (See Exhibit 3)	\$0.4 million annually, \$0.3 million for 9 months
Candlestick Park Express and Special Event Service	Increase fares by \$2 effective September 1, 2009. Adult-\$9; Senior/Disabled/Youth -\$7; Adult/Senior/Disabled/Youth with valid pass or pass equivalent-\$5 (See Exhibit 3)	\$0.1 million annually, \$0.075 million for 9 months
Charge for Transfers	Charge \$0.50 for transfers effective September 1, 2009. (See Exhibit 4)	\$6.0 million annually, \$3.0 million for 9 months
Increase Motorcycle Parking Meter Rates in all Zones to \$1.00	Parking meters rates were last raised in 2002-2003 by the Board of Supervisors. Current rates are \$0.25 per hour in Zone One, \$0.15 per hour in Zones Two and Four and \$0.10 per hour in Zone 3 (See Exhibit 5).	\$0.5 million annually, \$0.4 million for 9 months
Increase Parking Meter Zone 3 rates	Parking meters rates were last raised in July 2005 by the Board of Supervisors. Parking Meter Zone 3 rates were initially proposed at \$2 per hour by the SFMTA but were reduced to \$1.50 per hour by the Board of Supervisors. (See Exhibit 5). Increase Zone 3 rates to \$2.00 from \$1.50 effective September 1, 2009.	\$1.5 million annually, \$1.1 million for 9 months

Description Of Proposal	Notes	Amount
Increase Parking Meter Rates	In June of 2005 the Board of Supervisors approved a \$1 increase in the hourly parking meter rates in parking meter zones 1, 2, and 4 and an increase of \$0.50 in parking meter zone 3. Recommend a \$0.50 increase in all zones, effective September 1, 2009. (See Exhibit 5)	\$3 million annually, \$2 million for 9 months
Charge for Parking on Weekday/Evenings	Assume meters would operate from 9 AM to 10 PM. Most meters in the City currently operate from 9 AM to 6 PM or 9 hours.	\$4 million annually, \$3.0 million for 9 months
Charge for Parking on Sundays	Currently parking is free on Sundays on all meters in the City. Assume meters would operate from 9 AM to 10 PM.	\$2 million annually, \$1.5 million for 9 months
Taxi Permit Fees	Increase permit fees to cost recovery amounts (See Exhibit 7)	\$0.5 million
Taxi Pilot Medallion Transferability Program	100 medallions converted to transferable medallions for a fee, or auctioned outright. Revenue assumptions depend on whether medallions are newly issued or existing, whether the program involves a fee for conversion to a transferable medallion type or outright sale, the amount of a conversion fee and the percentage of auction sales might be collected. Assume conversion fee of \$50,000, or auction value of \$200,000	\$5-20Million (one time)
Increase Garage Rates	See Exhibit 8.	\$1.5 million (annual amt)
Transit Service Modifications	See Exhibit 9 Option 1, 2.1% reduction in service hours, 71,300 hrs Option 2, 4.7% reduction in service hours, 162,000 hrs Option 3, 6.3% reduction in service hours, 219,000 hrs	\$5.8 Million \$13.4 Million \$17.8 Million (annual amt)

Alternatives Considered

The SFMTA Board considered various options at the March 7, 2009 meeting and is considering the above options at this public hearing.

Funding Impact

Impact to 2009-2010 Amended Operating Budget.

Recommendation

The purpose of this calendar item is to outline various options for the SFMTA Board of Directors to consider in their discussions regarding how to address the projected deficits in the Proposed Operating Budget for 2009-2010.

Following the public hearings on April 7, 2009 and based on direction from the SFMTA Board of Directors, a draft balanced Operating Budget for 2009-2010 will be prepared for discussion at the April 21, 2009 Board meeting. On April 21, 2009 there will be an additional opportunity for the public to comment on the specific changes to the proposed options that are being specifically included in the Operating Budgets for 2009-2010 based on direction received on April 7, 2009.

The SFMTA Board of Directors will be asked to approve the Amended Operating Budget for 2009-2010 on April 30, 2009 for submission to the Mayor's Office prior to May 1st as required by the Charter.

Exhibit 1
POSITIONS ELIMINATED FROM 2009-2010

CLASS AND TITLE	POSITIONS
1203 Personnel Technician	3
1204 Senior Personnel Clerk	1
1218 Payroll Supervisor Total	1
1231 Ass. Manager, EEO Programs	1
1241 Personnel Analyst	2
1244 Senior Personnel Analyst	2
1404 Clerk	4
1406 Senior Clerk	6
1424 Clerk Typist	1
1426 Senior Clerk Typist	8
1444 Secretary I	1
1446 Secretary II	3
1452 Executive Secretary II	1
1630 Account Clerk	1
1632 Senior Account Clerk	2
1652 Senior Accountant	1
1764 Mail & Reproduction Serv. Sup.	1
1824 Principal Admin Analyst	3
1840 Junior Management Assistant	1
1842 Management Assistant	2
1844 Senior Management Assistant	1
1920 Inventory Clerk	1
1926 Sen. Materials/Supply Supervisor	1
1929 Parts Storekeeper	2
1934 Parts Storekeeper	2
1935 Principal Parts Storekeeper	1
1950 Assistant Purchaser	2
2720 Janitorial Services Supervisor	1
2978 Contract Compliance Officer II	1
5201 Junior Engineer	3
5203 Assistant Engineer	4
5207 Associate Engineer	7
5241 Engineer	1
5283 Planner V	2
5288 Transit Planner II	2
5289 Transit Planner III	1
5290 Transit Planner IV	1
5303 Supv, Traffic & Signs	1
5364 Civil Engineering Associate	1
5381 Student Engineer Trainee II, Arch., Engr., & Plan.	8
6137 Assistant Industrial Hygienist	1
6318 Construction Inspector	1
7120 Build. & Grounds Maint. Sup.	1
7235 Transit Power Line Sup. I	2
7242 Painter Supervisor	1
7251 Track Maint. Worker Sup. I	1
7253 Electrical Transit Mech. Assist. Sup. I	1
7262 Maintenance Planner Total	1
7286 Wire Rope Cable Maintenance Sup.	1

CLASS AND TITLE	POSITIONS
7306 Auto Body & Fender Worker	1
7318 Electronic Maintenance Technician	3
7318 Electronics Maintenance Technician	5
7329 Electronic Maint. Tech. Ass. Sup.	6
7332 Maintenance Machinist	2
7334 Stationary Engineer	2
7345 Electrician	1
7346 Painter	17
7366 Transit Power Line Worker	2
7371 Electrical Transit System Mechanic	9
7380 Electrical Transit Mech. Ass. Sup.	6
7381 Automotive Mechanic	4
7382 Automotive Mechanic Ass. Sup.	1
7410 Automotive Service Worker	1
7430 Assistant Electronic Maint. Tech.	1
7434 Maintenance Machinist Helper	1
7457 Sign Worker	9
7514 General Laborer	4
7540 Track Maintenance Worker	2
8121 Fare Insp. Supervisor/Investigator	1
8214 Parking Control Officer	39
8216 Senior Parking Control Officer	2
9110 Fare Collections Receiver	8
9116 Senior Fare Collect Receiver	1
9122 Transit Information Clerk	2
9124 Senior Transit Information Clerk	2
9131 Station Agent	8
9132 Transit Fare Inspector	28
9139 Transit Supervisor	23
9140 Transit Manager I	2
9163 Transit Operator	20
9172 Manager II	1
9175 Manager I	3
9179 Manager V	2
9180 Manager VI	2
9195 LRV Equipment Engineer	1
9196 Sr LRV Engineer	1
9504 Permit and Citation Clerk	3
9506 Senior Permit and Citation Clerk	6
9520 Transportation Safety Specialist	4
9914 Public Service Aide-Administration	2
9916 Public Service Aide	34
Total	370

Exhibit 2
Public Transit Fares

Fare Type	Fares as of Sep. 1, 2003	Fares as of July 1, 2009	2007-2008 Number Sold	Revenue
Cash Fare	\$1.25	\$1.50	N/A	\$48,062,467
Discount Cash Fare	\$0.35	\$0.50		
Adult Pass	\$45.00	\$55.00	1,358,129	\$61,115,783
RTC Sticker (Disabled)	\$10.00	\$15.00	83,971	\$839,710
Senior Pass	\$10.00	\$15.00	333,879	\$3,338,790
Youth Pass	\$10.00	\$15.00	229,010	\$2,290,097
Lifeline Pass (low income)	-	\$35.00	49,639	\$1,737,365
Class Pass (students)	\$15.00	\$18.00	47,785	\$812,340
Weekly Pass	\$12.00	n/a	34,990	\$524,843
Cable Car Souvenir Ticket*	\$3.00	\$5.00	835,080	\$4,175,398
1-Day Passport	\$9.00	\$11.00	458,792	\$5,046,708
3-Day Passport	\$15.00	\$18.00	236,172	\$4,251,101
7-Day Passport	\$20.00	\$24.00	69,707	\$1,672,962
Peninsula Pass	NA	\$50.00	6,260	\$250,400
Regional Transit Sticker	\$35.00	\$50.00	19,383	\$775,320
Regional Transit Sticker (AC Transit)	\$35.00	\$50.00	698	\$27,920
Token Coupon Booklet	\$10.50	\$15.00	95,177	\$1,427,653
Candlestick Park Express and Special Event Service		Adult-\$7 Senior/Disabled/Youth-\$5 Adult/Senior/Disabled/ Youth with valid pass or pass equivalent-\$3		
TOTAL				\$136,348,857

* Senior Cable Car Ticket \$1 before 7am after 9pm.

Paratransit Fares

Mode	Current	Proposed as of September 1, 2009	Current
Lift Van	\$1.65 per trip	\$2.00 per trip	\$1.65 per trip
Group Van	\$1.65 per trip	\$2.00 per trip	\$1.65 per trip
Taxi	\$4.00 per \$30 book of scrip	\$5.00 per \$30 book of scrip	\$4.00 per \$30 book of scrip

Exhibit 3
Potential Revenue - Charging \$0.50 for Transfers

	Average Daily Boardings	% Transfers	# Transfer Trips	Rate per Trip	Annual Revenue
WEEKDAY					
MC TOTAL	281,620	5.55%	15,630	\$ 0.50	2,446,082
TC TOTAL	226,323	5.55%	12,561	\$ 0.50	1,965,788
LR TOTAL	158,698	2.30%	3,650	\$ 0.50	571,234
SATURDAY					
MC TOTAL	193,648	5.55%	10,747	\$ 0.50	279,434
TC TOTAL	153,288	5.55%	8,507	\$ 0.50	221,195
LR TOTAL	101,872	2.30%	2,343	\$ 0.50	60,920
SUNDAY					
MC TOTAL	147,228	5.55%	8,171	\$ 0.50	212,450
TC TOTAL	111,222	5.55%	6,173	\$ 0.50	160,494
LR TOTAL	74,357	2.30%	1,710	\$ 0.50	44,466
TOTAL			69,493		5,962,063
<i>Sources</i>					
<i>Average Daily Boardings - NTD Ridership Statistics, FY2008</i>					
<i>% Transfers - SFCTA Multimodal Transportation Study: Transit On Board Survey, April 2005</i>					

MC = Motor Coach
TC = Trolley Coach
LR = Light Rail

Exhibit 4
Muni Fare History since 1912

Effective Date	Adult Cash Fare	Adult Token	Cable Car Cash Fare	Adult Express	Adult Monthly Pass	Adult Half Month Pass	Adult Weekly Pass	Discount Cash	Discount Cable Car	Discount Monthly Pass
12/28/1912	\$0.05		\$0.05							
NO CHANGES FROM 1912 THROUGH 1943										
9/29/1944	\$0.07									
5/20/1946	\$0.10	\$0.08								
6/6/1952	\$0.15	\$0.15								
11/1/1952										
NO CHANGES FROM 1952 THROUGH 1968										
6/30/1969	\$0.20		\$0.25	\$0.25				\$0.05		
8/31/1970	\$0.25			\$0.30						
5/1/1974					\$11.00					
10/10/1974										\$2.50
4/1/1980	\$0.50			\$0.50	\$16.00					
4/1/1982	\$0.60		\$1.00		\$24.00					
9/1/1982										
10/5/1982										
10/1/1984					\$20.00					
9/1/1985					\$24.00					
1/1/1986	\$0.75		\$1.50		\$23.00			\$0.15		\$4.50

Effective Date	Adult Cash Fare	Adult Token	Cable Car Cash Fare	Adult Express	Adult Monthly Pass	Adult Half Month Pass	Adult Weekly Pass	Discount Cash	Discount Cable Car	Discount Monthly Pass
8/1/1987					\$25.00					
8/1/1988	\$0.85		\$2.00		\$28.00					
8/1/1991					\$30.00					
8/1/1992	\$1.00	\$0.90	\$3.00		\$32.00			\$0.25	\$1.00	\$5.00
8/1/1993		\$0.80	\$2.00	\$1.50	\$35.00	\$16.00		\$0.35	\$2/\$1	\$8.00
10/1/1993					\$35/\$45	\$17.50	\$9.00			
3/1/1994				n/a	\$35.00	n/a				
NO CHANGES FROM 1994 THROUGH 2002										
9/1/2003	\$1.25	\$1.25	\$3.00		\$45.00					\$10.00
9/1/2005	\$1.50	\$1.50	\$5.00				\$15.00	\$0.50	\$1.00*	
7/1/2009					\$55.00		n/a			\$15.00

Source: Muni's Short Range Transit Plan, dated November 1997, page 6.14.

* Seniors and Disabled Riders before 7 am and after 9 pm

Effective Date	Youth Cash	Youth Cable Car	Youth Monthly Pass	Adult 1Day (Passport)	Adult 3Day Passport	Adult 7Day Passport	Low Income Pass
----------------	------------	-----------------	--------------------	-----------------------	---------------------	---------------------	-----------------

Effective Date	Youth Cash	Youth Cable Car	Youth Monthly Pass	Adult 1Day (Passport)	Adult 3Day Passport	Adult 7Day Passport	Low Income Pass
12/28/1912							
NO CHANGES FROM 1912 THROUGH 1943							
9/29/1944							
5/20/1946							
6/6/1952	\$0.06						
11/1/1952	\$0.05						
NO CHANGES FROM 1952 THROUGH 1968							
6/30/1969							
8/31/1970							
5/1/1974							
10/10/1974							
4/1/1980							
4/1/1982	\$0.10			\$3.00			
9/1/1982			\$5.00				
10/5/1982	\$0.25						
10/1/1984							
9/1/1985							
1/1/1986		\$0.75		\$5.00			
8/1/1987							
8/1/1988		\$1.00		\$6.00	\$10.00		
8/1/1991						\$15.00	

Effective Date	Youth Cash	Youth Cable Car	Youth Monthly Pass	Adult 1Day (Passport)	Adult 3Day Passport	Adult 7Day Passport	Low Income Pass
8/1/1992							
8/1/1993	\$0.35	\$2.00	\$8.00				
10/1/1993							
3/1/1994							
9/1/2003			\$10.00				\$35.00
9/1/2005	\$0.50	n/a		\$11.00	\$18.00	\$24.00	
7/1/2009			\$15.00				

**Exhibit 5
Transit Agencies Fare Overview**

Agency Name	Weekday Riders (000's)¹	Single Trip Cash Fare	Discount Base Fare	Pass (Monthly/30 Day)	Discount Pass (Monthly/30-Day)	Volume Discount	Increases
San Francisco Municipal Transportation Agency	672.6	Base Fare - \$1.50	Senior/Disabled/Youth - \$0.50	\$45.00 (\$55 effective July 1, 2009)	Senior/Disabled/Youth - \$10 (\$15 effective July 1, 2009)	N/A	
Bay Area Rapid Transit District	379.4	Base Fare - \$1.50 to \$6.60	Senior/Disabled - 62.5% off cash fare	N/A	N/A	BART Blue Tickets (regular fare) - 6.25% discount off \$48 & \$64 tickets BART Green and Red Tickets (senior/disabled) - 62.5% discount off regular fare	Effective January 1, 2010, 6.1% increase to all based fares as part of approved CPI adjustments.
Santa Clara Valley Transportation Agency	153.0	Regular - \$1.75 Express - \$3.50	Senior/Disabled -\$0.75 Youth - \$1.50	Regular - \$61.25 Xpress - \$122.50	Senior/Disabled - \$20.00 Youth - \$40.00	Pre-Paid Day Passes - 5 for \$22.50 (10% discount)	No increases proposed at this time.
AC Transit	N/A	Local - \$1.75 Bus-to-Bus Transfer - 0.25 Transbay - \$3.50	Senior/Disabled/Youth - Local - \$0.85 Transbay - \$1.70	Local -\$70.00 Transbay - \$116.00	Senior/Disabled Local - \$20.00 Youth (5-17) Local - \$15.00	N/A	Effective July 1, 2009, \$0.25 increase to all adult cash fare, \$0.15 for discount; \$10 increase to adult monthly pass.
Golden Gate Ferry	5.8	Base Fare - \$7.45	Senior/Disabled/Youth - \$3.70 (50% off cash fare)	N/A	N/A	20 Ride Tickets - 20% off (full fare adult only)	Effective July 1, 2009, 5% increase to all base fares as part of Board approved 5 year annual 5% increase beginning in 1998.

Exhibit 5, continued

Agency Name	Weekday Riders (000's) ¹	Single Trip Cash Fare	Discount Base Fare	Pass (Monthly/30 Day)	Discount Pass (Monthly/30-Day)	Volume Discount	Increases
Golden Gate Transit	25.3	Local - \$2.00 Zone - \$3.30 to \$8.80	50% off Cash Fare	N/A	N/A	20 Ride Tickets - 20% off (full fare adult only)	Effective July 1, 2009, 5% increase to all base fares as part of Board approved 5 year annual 5% increase beginning in 1998.
San Mateo County Transit District (SamTrans)	52.8	Local - \$1.75 Express - \$4.50 Out of SF - \$3.50	Senior/Disabled - \$0.75 to \$2.00 Youth - \$1.00 to \$2.00	Local - \$56 Xpress - \$144 Out of SF - \$84	Senior/Disabled - \$22.00 Youth - \$29.00	10 Ride Tokens - 20% off full fare adult. Value is \$14.00.	Effective February 1, 2009, Local, SF/Local, Express, and Adult Token fares increased. Cash Fare increased \$0.25.
Caltrain	39.1	One Way - \$2.50 to \$11.25 Day Pass - \$5.00 to \$22.50	One Way - \$1.25 to \$5.50 Day Pass - \$2.50 to \$11.25	\$66.25 to \$298.25	\$33.00 to \$149.00	N/A	Effective January 1, 2009 base fares increased by \$0.25.
Los Angeles County Metropolitan Transportation Authority (LAMTA)	1,488.9	One Way - \$1.25 Metro-to-Muni Transfer - \$0.30 Zone 1 Frway add-on - \$0.60 Zone 2 Frway add-on - \$1.20 Day Pass - \$5.00	One Way - \$0.55 Metro-to-Muni Transfer - \$0.10 Off Peak Fare - \$0.25 Zone 1 Freeway Add-on - \$0.30 Zone 2 Freeway Add-on - \$0.60 Day Pass - \$5.00	Regular -\$62.00 Freeway Xpress \$18.00/zone	Senior/Disabled - \$14.00 Stdnt - \$24.00 College/Vocational - \$36.00	N/A	Measure R passed in November 2008, increasing sales tax by one-half cent to fund transit, freezing senior and disabled fares for five years, and deferring scheduled 2009 increases until 2010. In 2010 all cash fare and passes will increase approximately 20 percent.

Exhibit 5, continued

Agency Name	Weekday Riders (000's) ¹	Single Trip Cash Fare	Discount Base Fare	Pass (Monthly/30 Day)	Discount Pass (Monthly/30-Day)	Volume Discount	Increases
Metropolitan Transportation Authority (New York) (NYMTA)	10,289.9	Base Fare - \$2.00 15% discount w/transit card Express Bus - \$5.00 15% discount w/transit card Day Pass - \$7.50				N/A	Effective May 2009, base fare will increase \$0.50 to \$2.50. Price of Day Pass will increase \$2.00 to \$9.50. Price of Monthly Pass will increase \$22 to \$103.00.
Chicago Transit Authority (CTA)	1,678.0	Bus/Rail Cash - \$2.25 Bus w/transit card - \$2.00 Rail w/transit card - \$2.25 First transfer w/transit card - \$0.25 Day Pass - \$5.75	Bus Rail Fare - \$1.00 Bus/Rail w/transit card - \$0.85 First transfer w/ transit card- \$0.25 Day Pass - \$5.75	\$86.00	\$35.00	N/A	Effective January 1, 2009, all fares increased by 13 to 15 percent. No additional increases proposed at this time.
Washington Metro Area Transit Authority (WMATA)	1,389.7	Subway - Peak \$1.65 to 4.50 - Non-Peak \$1.35 to \$2.35 Bus - Cash \$1.35 - w/transit card \$1.25 Express - Cash \$3.10 - w/transit card \$3.00 - Day Pass \$7.80	Metro - Senior/Disabled 50% off regular fare Bus - Senior/Disabled \$0.60 - Stdnt \$0.63, w/token		Stdnt Month- \$26.00 Stdnt 10-trip - \$8.00	N/A	No increases proposed at this time.

Exhibit 5, continued

Agency Name	Weekday Riders (000's) ¹	Single Trip Cash Fare	Discount Base Fare	Pass (Monthly/30 Day)	Discount Pass (Monthly/30-Day)	Volume Discount	Increases
Southeastern Pennsylvania Transportation Authority (SEPTA)	1,141.2	Base Fare - \$2.00 Transfer - \$0.75 Suburb Zone Chg - \$0.50 Day Pass - \$6.00	Senior - Free Disabled, non-peak - Base Fare \$0.75 Transfers \$0.30 Suburban Zone \$0.25 Children on weekend and holidays w/ adult \$1.00	\$78.00, plus \$0.50 per zone		N/A	No increases proposed at this time.
Metropolitan Bay Transportation Authority (Boston) (MBTA)	1,233.2	Subway - Cash \$2.00 - w/card \$1.70 Regular Bus - Cash \$1.50 - w/card \$1.25 Inner Express Bus - Cash \$2.30 - w/card \$2.80 Outer Express Bus - Cash \$5.00 - w/card \$4.00 Day Pass - \$9.00	Subway - Senior/Disabled \$0.60 - Jr High/HS Stdnt \$0.85 Regular Bus - Senior/Disabled \$0.40 - Jr High/HS Stdnt \$0.60 Inner Express Bus - Senior/Disabled/ Stdnt \$1.40 Outer Express Bus - Senior/Disabled/ Stdnt \$2.00	Subway/Bus - \$59.00 Local Bus - \$40.00 Inner Express Bus - \$89.00 Outer Express Bus - \$129.00	Senior/Disabled/Stdnt - \$20.00	N/A	State legislature is considering \$0.19 gas tax increase. In absence of gas tax increase, MBTA estimates 25 percent fare increase.

¹ American Public Transit Association 2008 Fourth Quarter Ridership Statistics

As of 3/26/09

Exhibit 6
Parking Meters

The City has 25,311 metered spaces and 23,950 vehicle metered spaces within four parking meter designated Parking Meter Zones. These four meter Parking Meter Zones in San Francisco generally reflect the different land uses and intensity of usage.

- Parking Meter Zone One includes 3,391 meters and encompasses the Northeast sector of the City, including the Financial District, portions of South of Market and the Embarcadero. Currently, the parking meter rate is \$3.00 per hour operating between 7 am to 6 pm Monday through Saturday.
- Parking Meter Zone Two consists of 4,348 meters and is made up of a ring around the outside fringe of Downtown and includes the Civic Center and the lower portion of South of Market. Currently, the parking meter rate is \$2.50 per hour with hours of operation between from 7 am to 6 pm Monday through Saturday.
- Parking Meter Zone Three consists of 15,069 meters and covers the neighborhood commercial districts outside of Zones One, Two and Four. Currently, the parking meter rate is \$1.50 per hour operating between 9 am and 6 pm Monday through Saturday.
- Parking Meter Zone Four includes the 488 meters along the Fisherman's Wharf commercial and tourist Zone. Currently, the parking meter rate is \$2.50 per hour operating between 7 am and 7 pm everyday.

The City also has 1,361 designated parking meters for motorcycles charging that charge \$0.25 per hour in Zone One, \$0.15 per hour in Zones Two and Four and \$0.10 per hour in Zone 3. These rates were last raised in 2002-2003 from \$0.05. The table below shows the revenue from motor cycle parking meters for 2007-2008 by Zone:

Parking Zone	Hourly Parking Rate	Revenues from Motorcycles 2007-2008
Zone 1 – Downtown Core	\$0.25	\$370,463
Zone 2 – Ring Around Downtown Core	\$0.15	\$49,965
Zone 3 – Outlying Commercial Areas	\$0.10	\$58,841
Zone 4 – Fisherman’s Wharf	\$0.15	\$915
Off-street Meters	\$0.15	\$781
TOTAL		\$480,965

Additionally, there are 654 meters in off-street lots that charge between \$1.50 to \$2.50 per hour.

The City’s main objective regarding parking meter rates and enforcement is to promote turnover on City streets for short term access to businesses and to facilitate transit operations by minimizing double parking. This approach has resulted in occupancy rates that

Exhibit 6, continued

range between 75% and 100% on the average within the City, with wide variations across the City. Parking meters rates were last raised in July 2005 by the Board of Supervisors as a budget balancing measure. Zone 3 parking meter rates were initially proposed at \$2.00 per hour but were set at \$1.50 per hour by the Board of Supervisors.

PARKING METER REVENUE BY ZONE

Parking Zone	Hourly Parking Rate	2006-2007 Average Revenue Collected per meter, per day	Paid Occupied Hours
Zone 1 – Downtown Core	\$3.00	\$2.61	0.87
Zone 2 – Ring Around Downtown Core	\$2.50	\$3.52	1.41
Zone 3 – Outlying Commercial Areas	\$1.50	\$4.41	2.94
Zone 4 – Fisherman’s Wharf	\$2.50	\$5.59	2.80
Off-street Meters	\$2.00	\$4.55	2.28

Parking Zone	Hourly Parking Rate	2007-2008 Average Revenue Collected per meter, per day	Paid Occupied Hours
Zone 1 – Downtown Core	\$3.00	\$2.98	0.99
Zone 2 – Ring Around Downtown Core	\$2.50	\$3.38	1.35
Zone 3 – Outlying Commercial Areas	\$1.50	\$4.40	2.93
Zone 4 – Fisherman’s Wharf	\$2.50	\$ 5.19	2.08
Off-street Meters	\$2.00	\$4.62	2.31

PARKING METER REVENUES

Parking Zone	2004-2005	2005-2006	2006-2007	2007-2008
Zone 1 – Downtown Core	\$1,805,522	\$2,222,489	\$2,449,465	\$4,459,950
Zone 2 – Ring Around Downtown Core	\$3,644,226	\$4,707,810	\$4,794,531	\$4,505,687
Zone 3 – Outlying Commercial Zones	\$13,724,757	\$19,828,635	\$20,331,074	\$19,780,434
Zone 4 – Fisherman’s Wharf	\$711,506	\$916,015	\$840,838	\$941,743
Off-street Meters	\$837,786	\$1,103,326	\$1,172,298	\$1,102,480
Total	\$20,723,797	\$28,778,275	\$29,588,206	\$30,790,293

Exhibit 7
Taxi Services - Expenditures

In 2009-2010, it is projected that Taxi Services will incur \$2.7 million in expenditures as outlined in the following table.

Expenditures	2008- 2009 Budget	2009-2010 Proposed Budget
SALARIES AND BENEFITS (9 positions)	615,068	933,125
INDIRECT COST REIMBURSEMENT	6,140	6,140
TRAINING - BUDGET	9,400	6,000
LOCAL FIELD EXP	500	500
MEMBERSHIP FEES	450	450
ENTERTAINMENT & PROMOTION BUDGET	4,500	4,500
PROFESSIONAL & SPECIALIZED SVCS- BUDGET	30,000	203,344
GARAGE RENT	2,500	2,500
OTHER CURRENT EXPENSES	17,000	17,000
MATERIALS & SUPPLIES-BUDGET	50,436	35,000
GF-CON-INTERNAL AUDITS	4,262	4,262
IS-TIS-ISD SERVICES	3,193	2,841
GF-ADM-GENERAL(AAO)	25,000	-
IS-TIS-ISD SERVICES-INFRASTRUCTURE COST	4,761	2,586
GF-CITY ATTORNEY-LEGAL SERVICES	400,000	400,000
TIS-CITYWATCH (AAO)	23,938	-
GF-TIS-TELEPHONE(AAO)	5,500	27,679
IS-PURCH-VEHICLE LEASING (AAO)	1,257	1,257
IS-PURCH-CENTRAL SHOPS-FUEL STOCK	500	500
GF-PARKING & TRAFFIC	60,265	-
IS-PURCH-MAILING	0	15,000
IS-PURCH-REPRODUCTION	40,000	41,200
GF-POLICE NON-SECURITY SERVICES	784,000	749,317
GF-RENT PAID TO REAL ESTATE	42,445	74,820
SFMTA OVERHEAD ALLOCATION (estimated)		168,321
TOTAL	2,131,115	2,718,342

Exhibit 7, continued**Taxi Services - Revenues**

The table below outlines the proposed cost recovery fees for 2009-2010 to cover the proposed \$2.7 million in expenditures.

TAXI DIVISION - FEE SCHEDULE/REVENUE						
DESCRIPTION	FY 2008-2009			FY 2009-2010 Proposed		
	Current Fee	Quantity	Revenue	Proposed Fee	Quantity	Revenue
Driver Permit Application	\$ 78	1,104	86,112	\$ 101	1,104	111,946
Permit Holders Applications	\$ 1,264	90	113,760	\$ 1,643	90	147,888
Ramped Taxi Applications	\$ 520	10	5,200	\$ 676	10	6,760
PCN Applications (waiting list)	\$ 343	50	17,150	\$ 446	50	22,295
Dispatch Applications	\$ 3,859	-	-	\$ 5,017	1	5,017
Color Scheme Change	\$ 413	90	37,170	\$ 537	100	53,690
Lost Medallions	\$ 246	30	7,380	\$ 500	30	15,000
Metal Medallions	\$ 48	1,500	72,000	\$ 62	1,500	93,600
New Color Schemes 1 to 5	\$ 1,225	1	1,225	\$ 1,593	1	1,593
6 to 15 medallions	\$ 1,796	-	-	\$ 2,335	-	-
16 to 49 medallions	\$ 3,595	-	-	\$ 4,674	-	-
50 or more medallions	\$ 4,492	-	-	\$ 5,840	-	-
Taxi Wraps - Fee is per vehicle/month	\$ 110			\$ 143	50	7,150
Driver Renewals (P44)	\$ 54	7,500	405,000	\$ 65	7,500	486,000
Permit Holders Renewals (P16)	\$ 957	1,400	1,339,800	\$ 1,244	1,400	1,741,740
Ramped Taxi Renewals (P68)	\$ 166	100	16,600	\$ 216	100	21,580
Color Scheme Renew 1 to 5 (P69)	\$ 811	12	9,732	\$ 1,310	12	15,720
6 to 15 medallions (P69)	\$ 1,339	6	8,034	\$ 1,925	6	11,550
16 to 49 medallions (P69)	\$ 3,319	6	19,914	\$ 5,635	6	33,810
50 or more medallions (P69)	\$ 4,149	9	37,341	\$ 6,000	9	54,000
Dispatch Renewals (P70)	\$ 4,264	10	42,640	\$ 5,543	10	55,432
TOTAL REVENUE			\$ 2,219,058			\$ 2,718,342

Exhibit 8
Off Street Parking Facilities – Revenue Increases

Effective July 1, 2009

5th & Mission		\$195,000	
7th & Harrison		\$0	
16th & Hoff		\$10,000	
1660 Mission		\$0	
Ellis O'Farrell		\$160,000	
Golden Gateway		\$150,000	
Japan Center		\$180,000	
Lombard		\$150,000	
Mission Bartlett		\$60,000	
Moscone Center		\$200,000	
North Beach		\$60,000	
Performing Arts		\$0	
Polk Bush		\$20,000	
SFGH		\$0	
St. Mary's Square		\$10,000	SFMTA 50% Sha
Sutter Stockton		\$640,000	
Vallejo		\$60,000	
TOTAL INCREASE		\$1,895,000	
LESS PARKING TAX		\$380,000	
TOTAL NET INCREASE		\$1,515,000	
REC & PARK REVENUE GARAGES			
Civic Center		\$180,000	
Portsmouth Square		\$250,000	
St. Mary's Square		\$10,000	Rec & Park 50% S
Union Square		\$130,000	
TOTAL INCREASE		\$570,000	
LESS PARKING TAX		\$114,000	
TOTAL NET INCREASE		\$456,000	

Exhibit 8, continued

**5th & Mission Garage
Rates Effective July 1, 2009**

* = No Change from Current Rate

TRANSIENT	Current Rate	Proposed Rate
0-1 Hour	\$3	\$3.50 per Hour
1-2 Hours	\$6	
2-3 Hours	\$9	
3-4 Hours	\$12	
4-5 Hours	\$15	
5-6 Hours	\$18	
6-7 Hours	\$21	
Over 8 Hours	\$25	
9-10 Hours	\$30	\$30
Daily Maximum/Lost Ticket	\$30	\$32
Overnight	\$30	\$32
Motorcycle (0-2 Hours)	\$3	\$4
Motorcycle (2-24 Hours)	N/A	\$6
Evening (Enter after 5PM/Exit by 8AM)	N/A	*
Weekends (all day)	N/A	*
MONTHLY		
Reserved	\$325	*
Regular	\$300	*
Carpool	\$150	*
Motorcycle	\$70	*
OTHER		
Late Monthly Payment	\$25	*
Access Card Deposit	\$50	*
Access Card Replacement	\$25	*
Reopening Garage	\$50	*
No-key Valet Parking	\$25	*

The current Special Event rate for each garage is a flat fee per vehicle per entry between the range of \$5 to \$40 per day, as adopted by the San Francisco Municipal Transportation Agency Board on May 20, 2008. The proposed rate will not change.

Exhibit 8, continued

**7th & Harrison Lot
Rates Effective July 1, 2009**

* = No Change from Current Rate

TRANSIENT	Current Rate	Proposed Rate
0-1 Hour	\$2	\$2 per Hour
1-2 Hours	\$4	
2-3 Hours	\$6	
3-4 Hours	\$8	
4-5 Hours	\$10	
Daily Maximum/Lost Ticket	\$12	*
Juror Flat Rate	\$5	*
Motorcycle Flat Rate	\$3	*
Holiday Flat Rate	\$5	*
Early Bird (Monday-Friday)	\$8	*
Evening (Enter after 5PM/Exit by 8AM)	N/A	*
Weekends (all day)	\$5	*
MONTHLY		
SFDPH Trailer	\$100	*
SFPD	\$100	*
MTA Enforcement	\$100	*
OTHER		
Late Monthly Payment	\$25	*
Access Card Deposit	\$50	*
Access Card Replacement	\$25	*

The current Special Event rate for each garage is a flat fee per vehicle per entry between the range of \$5 to \$40 per day, as adopted by the San Francisco Municipal Transportation Agency Board on May 20, 2008. The proposed rate will not change.

Exhibit 8, continued

**16th & Hoff Garage
Rates Effective July 1, 2009**

* = No Change from Current Rate

TRANSIENT	Current Rate	Proposed Rate
0-1 Hour	\$2	\$2 per Hour
1-2 Hours	\$3.50	
2-3 Hours	\$5	
3-4 Hours	\$6.50	
4-5 Hours	\$8	
5-6 Hours	\$10	
7-8 Hours	\$16	
Over 8 Hours	\$18	
Daily Maximum/Lost Ticket	\$20	*
Evening (Enter after 5PM/Exit by 8AM)		*
0-1 Hour	\$2.50	
1-2 Hours	\$5	
2-3 Hours	\$7.50	
Evening Maximum/Lost Ticket	\$10	
Weekends (all day)	N/A	*
MONTHLY		
Regular	\$165	*
Carpool/Carshare/City Vehicle	\$75	*
Assigned	\$225	*
OTHER		
Late Monthly Payment	\$25	*
Access Card Deposit	\$50	*
Access Card Replacement	\$25	*
Reopening Garage	\$50	*

The current Special Event rate for each garage is a flat fee per vehicle per entry between the range of \$5 to \$40 per day, as adopted by the San Francisco Municipal Transportation Agency Board on May 20, 2008. The proposed rate will not change.

Exhibit 8, continued

**1660 Mission Garage
Rates Effective July 1, 2009**

* = No Change from Current Rate

TRANSIENT	Current Rate	Proposed Rate
0-1 Hour	\$2.50	*
1-2 Hours	\$4.50	
2-3 Hours	\$6.50	
3-4 Hours	\$8.50	
4-5 Hours	\$10.50	
5-6 Hours	\$12.50	
7-8 Hours	\$14.50	
8-9 Hours	\$16.50	
10-11 Hours	\$18.50	
Over 11 Hours	\$20.50	
Daily Maximum/Lost Ticket	\$22.50	*
Evening (Enter after 5PM/Exit by 8AM)	N/A	*
Weekends (all day)	N/A	*
MONTHLY		
Regular	\$125	*
OTHER		
Late Monthly Payment	\$25	*
Access Card Deposit	\$50	*
Access Card Replacement	\$25	*
Reopening Garage	\$50	*

The current Special Event rate for each garage is a flat fee per vehicle per entry between the range of \$5 to \$40 per day, as adopted by the San Francisco Municipal Transportation Agency Board on May 20, 2008. The proposed rate will not change.

Exhibit 8, continued

**Ellis-O'Farrell Garage
Rates Effective July 1, 2009**

* = No Change from Current Rate

TRANSIENT	Current Rate	Proposed Rate
0-1 Hour	\$2.50	\$3.50 per Hour
1-2 Hours	\$5.50	
2-3 Hours	\$8.50	
3-4 Hours	\$11.50	
4-5 Hours	\$15	
5-6 Hours	\$18	
6-7 Hours	\$21	
7-8 Hours	\$24	
Daily Maximum/Lost Ticket	\$27	\$32
Motorcycle (daily)	\$5	\$6
Overnight – 24 Hours	\$33.50	\$38
Evening (Enter after 5PM/Exit by 8AM)		\$6 Flat
0-1 Hour	\$2.50	
1-2 Hours	\$5	
2-3 Hours	\$6.50	
Evening Maximum/Lost Ticket	N/A	
Weekends (all day)	N/A	*
MONTHLY		
Private	\$300	*
Reserved	\$450	*
Carpool	\$150	*
Motorcycle	\$70	*
OTHER		
Late Monthly Payment	\$25	*
Access Card Deposit	\$50	*
Access Card Replacement	\$25	*
Reopening Garage	\$50	*
No-key Valet Parking	\$25	*

The current Special Event rate for each garage is a flat fee per vehicle per entry between the range of \$5 to \$40 per day, as adopted by the San Francisco Municipal Transportation Agency Board on May 20, 2008. The proposed rate will not change.

Exhibit 8, continued

**Golden Gateway Garage
Rates Effective July 1, 2009**

* = No Change from Current Rate

TRANSIENT	Current Rate	Proposed Rate
0-3 Hours	\$3 each 30 minutes	\$3.50 each 30 minutes
3-4 Hours	\$24	
4-5 Hours	\$30	
Over 5 Hours	\$36	
Daily Maximum/Lost Ticket	\$36	*
Early Bird	\$18	\$20
Park & Ride Validation	\$3 Flat Rate	\$3.50 Flat Rate
Evening (Enter after 5PM/Exit by 8AM)	N/A	\$7 Flat Rate
Weekends (all day)	N/A	\$7 Flat Rate
MONTHLY		
Regular	\$390	*
Government	\$400	*
I.N.S.	\$312	*
Carpool/Night Monthly	\$210	*
Assigned	\$500	*
Motorcycle	\$90	*
OTHER		
Late Monthly Payment	\$25	*
Access Card Deposit	\$50	*
Access Card Replacement	\$25	*
Reopening Garage	\$50	*
No-key Valet Parking	\$25	*

The current Special Event rate for each garage is a flat fee per vehicle per entry between the range of \$5 to \$40 per day, as adopted by the San Francisco Municipal Transportation Agency Board on May 20, 2008. The proposed rate will not change.

Exhibit 8, continued

**Japan Center Garage
Rates Effective July 1, 2009**

* = No Change from Current Rate

TRANSIENT	Current Rate	Proposed Rate
0-1 Hour	\$1.75	\$2 per hour
1-2 Hours	\$3.50	
2-3 Hours	\$5	
3-4 Hours	\$6.50	
4-5 Hours	\$8	
5-6 Hours	\$9.50	
6-7 Hours	\$11.50	
7-8 Hours	\$13.50	
Daily Maximum/Lost Ticket	\$15	
Early Bird	\$9.25	\$10
Motorcycle (daily)	\$4	\$5
Evening (Enter after 5PM/Exit by 8AM)	N/A	*
Weekends (all day)	N/A	*
MONTHLY		
Regular	\$155	\$165
Carshare	\$80	*
Restricted	\$115	\$125
Carpool	\$80	*
Motorcycle	\$60	*
OTHER		
Late Monthly Payment	\$25	*
Access Card Deposit	\$50	*
Access Card Replacement	\$25	*
Reopening Garage	\$50	*
No-key Valet Parking	\$25	*

The current Special Event rate for each garage is a flat fee per vehicle per entry between the range of \$5 to \$40 per day, as adopted by the San Francisco Municipal Transportation Agency Board on May 20, 2008. The proposed rate will not change.

Exhibit 8, continued

**Lombard Garage
Rates Effective July 1, 2009**

* = No Change from Current Rate

TRANSIENT	Current Rate	Proposed Rate
0-1 Hour	\$2	\$2.50 per Hour first 4 hours \$2 per Hour up to 6 hours
1-2 Hours	\$4	
2-3 Hours	\$6	
3-4 Hours	\$8	
4-5 Hours	\$10	
5-6 Hours	\$12	
6-8 Hours	\$21.50	
Daily Maximum/Lost Ticket	\$21.50	\$22
Evening (Enter after 5PM/Exit by 8AM)		\$2 per Hour
0-1 Hour	\$2.50	\$2 per Hour
1-2 Hours	\$5	
2-3 Hours	\$7	
Evening Maximum/Lost Ticket	\$9.50	\$10
Weekends (all day)	N/A	*
MONTHLY		
Regular	\$225	*
Carpool/Carshare	\$100	*
Assigned	\$300	*
Motorcycle	\$60	*
OTHER		
Late Monthly Payment	\$25	*
Access Card Deposit	\$50	*
Access Card Replacement	\$25	*
Reopening Garage	\$50	*

The current Special Event rate for each garage is a flat fee per vehicle per entry between the range of \$5 to \$40 per day, as adopted by the San Francisco Municipal Transportation Agency Board on May 20, 2008. The proposed rate will not change.

Exhibit 8, continued

**Mission-Bartlett Garage
Rates Effective July 1, 2009**

* = No Change from Current Rate

TRANSIENT	Current Rate	Proposed Rate
0-1 Hour	\$2	\$2 per Hour
1-2 Hours	\$3.50	
2-3 Hours	\$5	
3-4 Hours	\$6.50	
4-5 Hours	\$7.50	
5-6 Hours	\$9	
6-7 Hours	\$11	
7+ Hours	\$13	
Daily Maximum/Lost Ticket	\$15	\$18
Evening (Enter after 5PM/Exit by 8AM)	NA	*
Weekends (all day)	NA	*
MONTHLY		
Regular	\$165	*
Tax-Exempt	\$120	*
Carpool/Carshare	\$75	\$80
Assigned	\$225	*
Motorcycle	\$60	*
OTHER		
Late Monthly Payment	\$25	*
Access Card Deposit	\$50	*
Access Card Replacement	\$25	*
Reopening Garage	\$50	*
No-key Valet Parking	\$25	*

The current Special Event rate for each garage is a flat fee per vehicle per entry between the range of \$5 to \$40 per day, as adopted by the San Francisco Municipal Transportation Agency Board on May 20, 2008. The proposed rate will not change.

Exhibit 8, continued

**Moscone Center Garage
Rates Effective July 1, 2009**

* = No Change from Current Rate

TRANSIENT	Current Rate	Proposed Rate
0-1 Hour	\$2.50	\$3 per Hour
1-2 Hours	\$5	
2-3 Hours	\$7.50	
3-4 Hours	\$10	
4-5 Hours	\$13	
5-6 Hours	\$16	
6-7 Hours	\$20	
7-8 Hours	\$25	
Daily Maximum/Lost Ticket	\$25	\$24
Early Bird	\$8	\$10
Evening (Enter after 5PM/Exit by 8AM)	N/A	\$7 Flat Rate
Weekends (all day)	N/A	*
MONTHLY		
Regular, 7 days	\$265	\$275
Carpool/Carshare	\$130	\$140
Assigned	\$400	\$410
OTHER		
Late Monthly Payment	\$25	*
Access Card Deposit	\$50	*
Access Card Replacement	\$25	*
Reopening Garage	\$50	*
No-key Valet Parking	\$25	*

The current Special Event rate for each garage is a flat fee per vehicle per entry between the range of \$5 to \$40 per day, as adopted by the San Francisco Municipal Transportation Agency Board on May 20, 2008. The proposed rate will not change.

Exhibit 8, continued

**North Beach Garage
Rates Effective July 1, 2009**

* = No Change from Current Rate

TRANSIENT	Current Rate	Proposed Rate
0-1 Hour	\$2.50	\$3 per Hour
1-2 Hours	\$5	
2-3 Hours	\$7.50	
3-4 Hours	\$9	
4-5 Hours	\$12	
5-6 Hours	\$15	
6-7 Hours	\$18	
7-8 Hours	\$22	
Daily Maximum/Lost Ticket	\$26	\$27
Early Bird	\$11	*
Evening (Enter after 5PM/Exit by 8AM)	N/A	*
Weekends (all day)	N/A	*
MONTHLY		
Regular	\$340	*
Evening Monthly	\$75	*
Carpool/Carshare	\$175	*
Motorcycle	\$60	*
OTHER		
Late Monthly Payment	\$25	*
Access Card Deposit	\$50	*
Access Card Replacement	\$25	*
Reopening Garage	\$50	*
No-key Valet Parking	\$25	*

The current Special Event rate for each garage is a flat fee per vehicle per entry between the range of \$5 to \$40 per day, as adopted by the San Francisco Municipal Transportation Agency Board on May 20, 2008. The proposed rate will not change.

Exhibit 8, continued

**Performing Arts Garage
Rates Effective July 1, 2009**

* = No Change from Current Rate

TRANSIENT	Current Rate	Proposed Rate
0-1 Hour	\$2.50	\$2.50 per Hour
1-2 Hours	\$5	
2-3 Hours	\$7.50	
3-4 Hours	\$10	
4-5 Hours	\$12.50	
5-6 Hours	\$15	
6-7 Hours	\$18	
7-8 Hours	\$21	
8+ Hours	\$25	
Lost Ticket	\$27	
Daily Maximum	\$27	*
Motorcycle	\$4	*
Early Bird	\$10	*
Overnight 24-hour Maximum	\$27	*
Overnight Flat Rate	\$2	*
Juror Flat Rate	\$5.50	\$7
Evening (Enter after 5PM/Exit by 8AM)	N/A	*
Weekends (all day)	N/A	*
MONTHLY		
Reserved	\$350	*
Regular, 7 days	\$260	*
Regular, 5 days	\$220	*
Tax Exempt, 7 days	\$208	*
Tax Exempt, 5 days	\$176	*
Carpool/Carshare	\$75	*
Motorcycle	\$60	*
OTHER		
Late Monthly Payment	\$25	*
Access Card Deposit	\$50	*
Access Card Replacement	\$25	*
Reopening Garage	\$50	*
No-key Valet Parking	\$25	*

The current Special Event rate for each garage is a flat fee per vehicle per entry between the range of \$5 to \$40 per day, as adopted by the San Francisco Municipal Transportation Agency Board on May 20, 2008. The proposed rate will not change.

Exhibit 8, continued

**Polk-Bush Garage
Rates Effective July 1, 2009**

* = No Change from Current Rate

TRANSIENT	Current Rate	Proposed Rate
0-1 Hour	\$1.75	\$2 per Hour
1-2 Hours	\$3.50	
2-3 Hours	\$5	
3-4 Hours	\$6.50	
4-5 Hours	\$8	
5-6 Hours	\$10	
6-7 Hours	\$12	
7-8 Hours	\$14	
Daily Maximum	\$16.50	
Lost Ticket	\$19.50	\$18
Overnight	\$18.50	\$20
Evening (Enter after 5PM/Exit by 8AM)	N/A	*
Weekends (all day)	N/A	*
MONTHLY		
Regular	\$200	*
Carpool	\$75	\$100
Regular Night	\$110	*
OTHER		
Late Monthly Payment	\$25	*
Access Card Deposit	\$50	*
Access Card Replacement	\$25	*
Reopening Garage	\$50	*

The current Special Event rate for each garage is a flat fee per vehicle per entry between the range of \$5 to \$40 per day, as adopted by the San Francisco Municipal Transportation Agency Board on May 20, 2008. The proposed rate will not change.

Exhibit 8, continued

**SF General Hospital Garage
Rates Effective July 1, 2009**

* = No Change from Current Rate

TRANSIENT	Current Rate	Proposed Rate
0-1 Hour	\$1.25	\$1.50 per Hour
1-2 Hours	\$2.50	
2-3 Hours	\$3.75	
3-4 Hours	\$4.50	
4-5 Hours	\$6	
5-6 Hours	\$7.50	
6-7 Hours	\$9	
Daily Maximum/Lost Ticket	\$12	*
Motorcycle (daily)	\$3	*
Evening (Enter after 5PM/Exit by 8AM)	N/A	*
Weekends (all day)	N/A	*
MONTHLY		
Campus Regular	\$115	\$120
Campus Night	\$50	*
Garage Regular	\$90	\$100
Garage Night	\$50	*
Carshare	\$60	*
Motorcycle	\$45	*
OTHER		
Late Monthly Payment	\$25	*
Access Card Deposit	\$50	*
Access Card Replacement	\$25	*
Reopening Garage	\$50	*
No-key Valet Parking	\$25	*

The current Special Event rate for each garage is a flat fee per vehicle per entry between the range of \$5 to \$40 per day, as adopted by the San Francisco Municipal Transportation Agency Board on May 20, 2008. The proposed rate will not change.

Exhibit 8, continued

**St. Mary's Square Garage
(SFMTA 50% Split with Rec & Park)
Rates Effective July 1, 2009**

* = No Change from Current Rate

TRANSIENT	Current Rate	Proposed Rate
0-3 Hours	\$3 each 30 minutes	\$3.50 each 30 minutes
3-4 Hours	\$25	
5-24 Hours	\$32	
Daily Maximum/Lost Ticket	\$32	*
Early Bird	\$21	\$22
Validation	\$2.50	\$3
Evening (Enter after 5PM/Exit by 8AM)		\$7 Flat
0-1 Hour	\$2	
1-2 Hours	\$3.50	
2-3 Hours	\$5	
Evening Maximum/Lost Ticket	\$7	
Weekends (all day)		
0-1 Hour	\$2	
1-2 Hours	\$3.50	
2-3 Hours	\$5	
Weekend Maximum/Lost Ticket	\$7	
MONTHLY		
Regular	\$390	*
Reserved/Assigned	\$500	*
Tax Exempt	\$296	*
Carpool/Carshare	\$210	*
Motorcycle	\$70	*
OTHER		
Late Monthly Payment	\$25	*
Access Card Deposit	\$50	*
Access Card Replacement	\$25	*
Reopening Garage	\$50	*
No-key Valet Parking	\$25	*

The current Special Event rate for each garage is a flat fee per vehicle per entry between the range of \$5 to \$40 per day, as adopted by the San Francisco Municipal Transportation Agency Board on May 20, 2008. The proposed rate will not change.

Exhibit 8, continued

**Sutter Stockton Garage
Rates Effective July 1, 2009**

* = No Change from Current Rate

TRANSIENT	Current Rate	Proposed Rate
0-1 Hour	\$2	\$3 per Hour
1-2 Hours	\$5	
2-3 Hours	\$7	
3-4 Hours	\$9	
4-5 Hours	\$12	
5-6 Hours	\$15	
6-7 Hours	\$18	
7-8 Hours	\$22	
Daily Maximum/Lost Ticket	\$26	*
Overnight	\$33.50	\$34
Evening (Enter after 5PM/Exit by 8AM)		\$2 per Hour
0-1 Hour	\$2	
1-2 Hours	\$4	
2-3 Hours	\$5.50	
3-4 Hours	\$7.50	
Evening Maximum/Lost Ticket	N/A	\$8
Weekends (all day)	N/A	*
MONTHLY		
Regular	\$375	*
Government	\$300	*
Carpool	\$185	*
Assigned	\$500	*
Motorcycle	\$65	*
OTHER		
Late Monthly Payment	\$25	*
Access Card Deposit	\$50	*
Access Card Replacement	\$25	*
Reopening Garage	\$50	*
No-key Valet Parking	\$25	*

The current Special Event rate for each garage is a flat fee per vehicle per entry between the range of \$5 to \$40 per day, as adopted by the San Francisco Municipal Transportation Agency Board on May 20, 2008. The proposed rate will not change.

Exhibit 8, continued

**Vallejo Street Garage
Rates Effective July 1, 2009**

* = No Change from Current Rate

TRANSIENT	Current Rate	Proposed Rate
0-1 Hour	\$2.50	\$3 per Hour
1-2 Hours	\$5	
2-3 Hours	\$7.50	
3-4 Hours	\$9	
4-5 Hours	\$12	
5-6 Hours	\$15	
6-7 Hours	\$18	
7-8 Hours	\$22	
Daily Maximum/Lost Ticket	\$26	\$27
Early Bird	\$11	*
Evening (Enter after 5PM/Exit by 8AM)	N/A	*
Weekends (all day)	N/A	*
MONTHLY		
Regular	\$340	*
Evening Monthly	\$75	*
Carpool/Carshare	\$175	*
OTHER		
Late Monthly Payment	\$25	*
Access Card Deposit	\$50	*
Access Card Replacement	\$25	*
Reopening Garage	\$50	*
No-key Valet Parking	\$25	*

The current Special Event rate for each garage is a flat fee per vehicle per entry between the range of \$5 to \$40 per day, as adopted by the San Francisco Municipal Transportation Agency Board on May 20, 2008. The proposed rate will not change.

Exhibit 8, continued

**Civic Center Garage
(Rec & Park Revenue Garage)
Rates Effective July 1, 2009**

* = No Change from Current Rate

TRANSIENT	Current Rate	Proposed Rate
0-1 Hour	\$2.50	\$3 per Hour
1-2 Hour	\$5	
2-3 Hour	\$7.50	
3-4 Hour	\$10	
4-5 Hour	\$12.50	
5-6 Hour	\$15	
6-7 Hour	\$18	
7-8 Hour	\$20.50	
Daily Maximum/Lost Ticket	\$22.50	\$23
Overnight	\$2	\$5
Motorcycle	\$4	\$5
Student	\$7.50	\$8
Evening (Enter after 5PM/Exit by 8AM)	N/A	*
Weekends (all day)	N/A	*
MONTHLY		
Regular	\$250	*
Reserved	\$350	*
Resident	\$200	*
Government	\$200	*
City Department	\$200	*
Carpool/Carshare	\$75	\$100
OTHER		
Late Monthly Payment	\$25	*
Access Card Deposit	\$50	*
Access Card Replacement	\$25	*
Reopening Garage	\$50	*
No-key Valet Parking	\$25	*

The current Special Event rate for each garage is a flat fee per vehicle per entry between the range of \$5 to \$40 per day, as adopted by the San Francisco Municipal Transportation Agency Board on May 20, 2008. The proposed rate will not change.

Exhibit 8, continued

**Portsmouth Square Garage
(Rec & Park Revenue Garage)
Rates Effective July 1, 2009**

* = No Change from Current Rate

TRANSIENT	Current Rate	Proposed Rate
0-1 Hour	\$2.50	\$3 per Hour
1-2 Hour	\$5	
2-3 Hour	\$7.50	
3-4 Hour	\$9	
4-5 Hour	\$12	
5-6 Hour	\$15	
6-7 Hour	\$18	
7-8 Hour	\$22	
Over 8 Hours	\$26	\$27
Daily Maximum/Lost Ticket	\$26	\$27
Valet	\$15	*
Validations (Day)	\$2.50	\$3
Validations (Evening)	\$2.50	\$3
Evening Enter after 5PM/Exit by 8AM	\$5	\$6
Weekends (all day)	N/A	*
MONTHLY		
Regular, 7 days	\$370	*
Regular (Mon-Fri)	\$285	*
Reserved	\$500	*
Overnight	\$75	*
Carpool/Carshare	\$175	\$185
OTHER		
Late Monthly Payment	\$25	*
Access Card Deposit	\$50	*
Access Card Replacement	\$25	*
Reopening Garage	\$50	*
No-key Valet Parking	\$25	*

The current Special Event rate for each garage is a flat fee per vehicle per entry between the range of \$5 to \$40 per day, as adopted by the San Francisco Municipal Transportation Agency Board on May 20, 2008. The proposed rate will not change.

Exhibit 8, continued

**Union Square Garage
(Rec & Park Revenue Garage)
Rates Effective July 1, 2009**

* = No Change from Current Rate

TRANSIENT	Current Rate	Proposed Rate
0-1 Hour	\$2.50	\$3.50 per Hour
1-2 Hour	\$5.50	
2-3 Hour	\$8.50	
3-4 Hour	\$12	
4-5 Hour	\$16	
5-6 Hour	\$21	
6-7 Hour	\$26	
7-8 Hour	\$31	
Daily Maximum/Lost Ticket	\$31	\$32
Overnight	\$31	\$32
Motorcycle Flat Rate	\$5	\$6
High Occupancy (Non-taxable)	\$12	*
High Occupancy (Taxable)	Up to \$15	\$15
Evening Enter after 5PM/Exit by 8AM	N/A	*
Weekends (all day)	N/A	*
MONTHLY		
Regular	\$375	*
Reserved	\$500	*
Government Non-Taxable	\$300	*
Carpool/Carshare	\$185	*
Motorcycle	\$70	*
OTHER		
Late Monthly Payment	\$25	*
Access Card Deposit	\$50	*
Access Card Replacement	\$25	*
Reopening Garage	\$50	*
No-key Valet Parking	\$25	*

The current Special Event rate for each garage is a flat fee per vehicle per entry between the range of \$5 to \$40 per day, as adopted by the San Francisco Municipal Transportation Agency Board on May 20, 2008. The proposed rate will not change.

Exhibit 9
Muni Service Modifications

Like many of our peer transit agencies suffering from the global economic downturn, the SFMTA is considering service reductions and modifications as part of an overall strategy to address the FY2009-2010 operating deficit, which is currently projected to be \$128.9 million.

Muni service cuts will create challenges for some of our customers, but the three potential service modification options outlined here are designed to impact the least amount of customers possible. The three proposed options represent a potential annual operating savings between \$8 million and \$25 million, contingent upon the extent of the modifications.

Muni's existing system provides 3.45 million hours of annual revenue service. The three options, summarized in Table 1, each represent a net reduction in total service hours.

The three options further assume that the number of paratransit trips will increase by two to six percent at an additional cost of \$344,000 to \$1 million. The types of service modifications under consideration fall into the following categories:

- Discontinue routes with low ridership and/or nearby alternative service.
- Eliminate segments of routes with low ridership and/or nearby alternative service.
- Adjust frequencies of routes to minimize the impacts of other proposed changes and to conserve resources.
- Modify the structure of routes to minimize the impacts of other proposed changes.
- End non-Owl service at midnight for most routes and at 8:30 p.m. for all community routes (some already end at 8:30 p.m.).
- Changes would impact both weekday and weekend service.

Table 1. Summary of Proposed Service Modifications

	Annual Service Hours Saved (FY09 system total=3.45M)	Estimated Annual Cost Savings (70% of NTD direct costs for FY08)	% of Total System Service Hours
Option 1	71,300	\$5.8 million	2.1%
Option 2	162,000	\$13.4 million	4.5%
Option 3	219,000	\$17.8 million	6.4%

Details on the three options are provided in the attached table and associated maps, including descriptions of existing routes, proposed changes and alternative services available where service reductions are proposed.

The SFMTA will continue to implement cost-effective reliability improvements, including adjusting running times to compensate for congestion and addressing crowding caused by shifting travel patterns. We will strive to provide the best possible quality of service to our customers.

Enc. Overview of Proposed Service Modifications

Option 1 Summary Table & Maps

Option 2 Summary Table & Maps

Option 3 Summary Table & Maps

Exhibit 9, continued

Overview of Proposed Service Modifications								
	Annual Service Hours Saved (FY09 system total=3.45M)	Percent of Total System Service Hours	Annual Bus Service Hours Saved (FY09 system total=2.65M)	Percent of Total Bus Service Hours	Annual Rail Service Hours Saved (FY09 system total=0.8M)	Percent of Total Rail Service Hours	Estimated Increase in Paratransit Costs*	Estimated Annual Cost Savings (70% of NTD direct costs for FY08)
Option 1	71,300	2.1%	68,000	2.6%	3,000	0.4%	\$344,000	\$5,833,000
Option 2	162,000	4.7%	159,000	6.0%	3,000	0.4%	\$688,000	\$13,448,000
Option 3	219,000	6.3%	216,000	8.2%	3,000	0.4%	\$1,032,000	\$17,833,000
NOTES:								
Hours and costs are annualized, would need to be pro-rated if implemented in September 2009								
Estimated total service hours for FY09 is 3.45M (all modes)								
Estimated Annual Cost Savings based on direct costs (as reported to the Federal Transit Administration)								
This analysis assumes that paratransit demand will grow 2% under Option 1, 4% under Option 2, and 6% under Option 3								

Exhibit 9, continued

Summary Table of Proposed Service Changes

	Option 1 \$5.8M Annual Savings 2.1% Reduction in Service Hours	Option 2 \$13.4M Annual Savings 4.7% Reduction in Service Hours	Option 3 \$17.8M Annual Savings 6.3% Reduction in Service Hours
Discontinue Route	4-Sutter 7-Haight 20-Columbus 26-Valencia 74X-CultureBus	4-Sutter 7-Haight 16AX-Noriega A Express 20-Columbus 26-Valencia 53-Southern Heights 74X-CultureBus 89-Laguna Honda	3-Jackson 7-Haight 16AX-Noriega A Express 20-Columbus 26-Valencia 53-Southern Heights 74X-CultureBus 89-Laguna Honda
Eliminate Route Segment	<i>N-Judah on The Embarcadero (weekends only)</i> 1-California south of Market (weekdays only) 2-Clement between Park Presidio and 33 rd 29-Sunset in Presidio north of Baker Beach 36-Teresita Monterey/Forester to Balboa Park BART 41-Union between Lyon and Steiner 67-Bernal Heights on portions of Crescent and Mission 88-BART Shuttle west of I-280 108-Treasure Island between Transbay Terminal and Caltrain	<i>N-Judah on The Embarcadero (weekends only)</i> 1-California south of Market (weekdays only) 2-Clement between Park Presidio and 33 rd 10-Townsend north of Broadway 12-Folsom along The Embarcadero 18-46 th Avenue along Geary and Point Lobos 29-Sunset in Presidio north of Baker Beach 36-Teresita Monterey/Forester to Balboa Park BART 38-Geary Ocean Beach branch 39-Coit Tower Union Street branch 41-Union between Lyon and Steiner 66-Quintara west of 19 th 67-Bernal Heights on portions of Crescent and Mission 88-BART Shuttle west of I-280 108-Treasure Island between Transbay Terminal and Caltrain	<i>N-Judah on The Embarcadero (weekends only)</i> 1-California south of Market (weekdays only) 2-Clement between Park Presidio and 33 rd 4-Sutter west of Presidio 10-Townsend north of Broadway 12-Folsom along The Embarcadero 18-46 th Avenue along Geary and Point Lobos 21-Hayes west of Stanyan 27-Bryant south of 8 th /Harrison 29-Sunset in Presidio north of Baker Beach 36-Teresita Monterey/Forester to Balboa Park BART 38-Geary Ocean Beach branch 39-Coit Tower Union Street branch 41-Union between Lyon and Steiner 66-Quintara west of 19 th 67-Bernal Heights on portions of Crescent and Mission 88-BART Shuttle west of I-280

Exhibit 9, continued

Summary Table of Proposed Service Changes, continued

	Option 1 \$5.8M Annual Savings 2.1% Reduction in Service Hours	Option 2 \$13.4M Annual Savings 4.7% Reduction in Service Hours	Option 3 \$17.8M Annual Savings 6.3% Reduction in Service Hours
Eliminate Route Segment (continued)			108-Treasure Island between Transbay Terminal and Caltrain
Modify Route Structure	<p>36-Teresita (reroute to Glen Park BART and 29th/Mission)</p> <p>41-Union (introduce 60ft artic buses)</p> <p>108-Treasure Island (reroute from Avenue M to Avenue H on Treasure Island)</p> <p>Routes 5, 38, 38L, 71, and 6 will be modified to accommodate the temporary Transbay Terminal</p>	<p>10-Townsend (reroute to follow 12-Folsom route to Jackson/Fillmore)</p> <p>12-Folsom (reroute along 2nd and Sansome) and extend to 24th Street BART Station</p> <p>16BX-Noriega B Express (extend to Great Highway)</p> <p>18-46th Avenue (reroute to follow 38-Geary Ocean Beach branch route)</p> <p>36-Teresita (reroute to Glen Park BART and 29th/Mission)</p> <p>39-Coit Tower (reroute along Filbert)</p> <p>41-Union (introduce 60ft artic buses)</p> <p>66-Quintara (reroute onto 18th and 19th between Quintara and Taraval)</p> <p>108-Treasure Island (reroute from Avenue M to Avenue H on Treasure Island)</p> <p>Routes 5, 38, 38L, 71, and 6 will be modified to accommodate the temporary Transbay Terminal</p>	<p>5-Fulton (every other vehicle extends to 6th during peak periods)</p> <p>9-San Bruno (every other vehicle extends to past 24th Street and Potrero Avenue)</p> <p>10-Townsend (reroute to follow 12-Folsom route to Jackson/Fillmore)</p> <p>12-Folsom (reroute along 2nd and Sansome) and extend to 24th Street BART Station</p> <p>16BX-Noriega B Express (extend to Great Highway)</p> <p>18-46th Avenue (reroute to follow 38-Geary Ocean Beach branch route)</p> <p>36-Teresita (reroute to Glen Park BART and 29th/Mission)</p> <p>39-Coit Tower (reroute along Filbert)</p> <p>41-Union (introduce 60ft artic buses)</p> <p>66-Quintara (reroute onto 18th and 19th between Quintara and Taraval)</p> <p>108-Treasure Island (reroute from Avenue M to Avenue H on Treasure Island)</p> <p>Routes 5, 38, 38L, 71, and 6 will be modified to accommodate the temporary Transbay Terminal</p>
Improve Frequency of Service	<p>6-Parnasus/71-Haight during peak periods</p> <p>19-Polk during midday in Potrero Hill and Hunters Point</p>	<p>6-Parnasus/71-Haight during peak periods</p> <p>16BX-Noriega B Express during AM peak</p> <p>19-Polk during midday in Potrero Hill and Hunters Point</p>	<p>4-Sutter run all-day everyday</p> <p>5-Folsom east of 6th</p> <p>9-San Bruno north of 24th</p> <p>16BX-Noriega B Express during AM peak</p> <p>19-Polk during midday in Potrero Hill and Hunters Point</p>

Exhibit 9, continued

Summary Table of Proposed Service Changes, continued

	Option 1 \$5.8M Annual Savings 2.1% Reduction in Service Hours	Option 2 \$13.4M Annual Savings 4.7% Reduction in Service Hours	Option 3 \$17.8M Annual Savings 6.3% Reduction in Service Hours
Decrease Frequency of Service	19-Polk during peak periods and off-peak on Polk 36-Teresita during peak periods	19-Polk during peak periods and off-peak on Polk 36-Teresita during peak periods 39-Coit Tower at all times 66-Quintara at all times	5-Folsom west of 6 th 9-San Bruno south of 24 th 19-Polk during peak periods and off-peak on Polk 31-Balbao at all times 36-Teresita during peak periods 39-Coit Tower at all times 76-Marin Headlands (provide service May-October only) Reduce non-owl routes to 30-minute frequency after 10pm
End Early		End non-owl routes at midnight	End community routes at 8:30 pm (17-Park Merced, 35-Eureka, 36-Teresita, 37-Corbett, 52-Excelsior) End non-owl routes at midnight

Exhibit 9, continued

Table of Proposed Service Changes – Option 1

Route	Current Service	Recommended Change	Alternative Service
N-Judah	Operates every day between Ocean Beach and Downtown via the Market Street Subway and along The Embarcadero to the 4 th /King streets Caltrain Station.	Discontinue service between Embarcadero Station and Caltrain along The Embarcadero on weekends.	T-Third Line provides identical service along The Embarcadero every day.
1-California	Operates between the Richmond and the Embarcadero Center every day until 1 a.m., with every other bus extending to Howard/Main streets weekdays until 7 p.m.	Eliminate segment south of Sacramento Street on Davis, Beale, Howard, Main and Drumm streets.	30X-Marina Express and 41-Union provide service along the portion of the 1-California being eliminated. Beginning in fall 2009, 5-Fulton, 38-Geary and 38L-Geary Limited will also provide service on Main and Beale streets when the temporary Transbay Terminal opens.
2-Clement and 4-Sutter ¹	2-Clement, 3-Jackson and 4-Sutter all work together to provide service along the Sutter Street corridor. 2-Clement operates between 33 rd Avenue and the Ferry Plaza on weekdays and between 33 rd Avenue and Sansome/Sutter streets on weekends. 4-Sutter operates weekday, peak-only service between 6 th Avenue and Sansome/Sutter streets.	Discontinue 4-Sutter. Eliminate segment of 2-Clement west of 14 th Avenue. 2-Clement and 3-Jackson would provide a combined 5-minute peak period frequency on Sutter Street east of Fillmore Street.	1-California and 2-Clement provide service between Presidio and 6 th avenues. 1-California, 38-Geary and 38L-Geary Limited provide parallel service between 14 th and 33 rd avenues. 3-Jackson provides service on Sutter Street east of Fillmore Street.
7-Haight; 6-Parnassus; and 71-Haight-Noriega ²	Operates between Haight Street at Golden Gate Park and the Financial District during weekday peak periods in both directions with a 15-minute frequency.	Discontinue 7-Haight. Increase frequencies of 6-Parnassus and 71-Haight/Noriega from 10 to 9 minutes during peak periods.	6-Parnassus, 71-Haight/Noriega and 71L-Haight/Noriega Limited provide service.

¹ These changes to 2-Clement and 4-Sutter are common to Options 1 and 2.

² These changes to 7-Haight, 6-Parnassus and 71-Haight/Noriega are common to Options 1 and 2.

Exhibit 9, continued

Table of Proposed Service Changes – Option 1, continued

Route	Current Service	Recommended Change	Alternative Service
19-Polk	Operates between Fisherman’s Wharf and the Navy Yard with every other trip turning short at Townsend/8 th streets during the midday. Peak period frequency is 10 minutes. Midday frequency is 12 minutes north of Townsend Street and 24 minutes south of Townsend Street.	Reduce peak period frequency from 10 to 12 minutes and change midday frequency to 15 minutes along entire line.	Frequency change only.
20-Columbus	Operates between Van Ness Avenue/North Point Street and the Financial District via North Beach weekdays southbound from 7 a.m. to 4 p.m. and northbound from 9 a.m. to 3:30 p.m.	Discontinue 20-Columbus.	41-Union provides peak-hour service between North Beach and the Financial District. 30-Stockton provides all-day service between Van Ness Avenue and Chinatown where passengers can transfer to 1-California.
26-Valencia and 36-Teresita ³	26-Valencia operates between the Balboa Park Station and 5 th /Mission streets every day. 36-Teresita operates between the Forest Hill Station and Balboa Park Station every day with a 20 to 30-minute frequency.	Discontinue 26-Valencia, except for segment between 29 th /Mission streets and the Glen Park BART Station, which would be served by the rerouted 36-Teresita. Run 36-Teresita service until 12:30 a.m. and reduce peak period frequency of 36-Teresita from 20 to 30 minutes. Reroute 36-Teresita to Mission/29 th streets and the Glen Park BART Station via Chenery Street to serve segment covered by discontinued 26-Valencia.	J-Church Line provides service between the Balboa Park Station and Downtown. 14-Mission and 14L-Mission Limited provide parallel service between Mission/30 th streets and Downtown. 43-Masonic provides service between Forest Hill Station and Balboa Park Station.

Exhibit 9, continued

³ These changes to 26-Valencia and 36-Teresita are common to Options 1 and 2.

Table of Proposed Service Changes – Option 1, continued

Route	Current Service	Recommended Change	Alternative Service
29-Sunset	Operates between Baker Beach and Candlestick Park every day until midnight with every other bus extending to the Presidio Transit Center north of Baker Beach until 7 p.m.	Eliminate segment in the Presidio north of Baker Beach.	Presidio Trust's PresidiGo shuttles provide local service within the Presidio.
41-Union (peak only)	Operates between the Presidio and the Financial District during weekday a.m. and p.m. peak periods in both directions.	Eliminate segment on Union Street between Lyon and Steiner streets and change from 40-foot to 60-foot articulated buses to address crowding.	45-Union/Stockton provides service along Union Street between Lyon and Steiner streets.
67-Bernal Heights	Operates as a bi-directional loop between the 24 th Street BART Station and the Alemany Farmers Market every day.	Eliminate western portion of circular loop, including service on portions of Crescent Avenue and Mission Street.	14-Mission, 14L-Mission Limited and 49-Van Ness/Mission provide service along Mission Street and the 23-Monterey provides service along Crescent Avenue.
74X-CultureBus	Began September 2008. Operates between Downtown, Civic Center and Golden Gate Park museums every day from 10 a.m. to 6 p.m.	Discontinue 74X-CultureBus.	N-Judah Line, 5-Fulton and 71-Haight-Noriega will all still provide service between Downtown, Civic Center and Golden Gate Park close to museums.
88-BART Shuttle (peak only)	Operates between Lake Merced and Balboa Park Station during weekday peak periods in the peak direction.	Eliminate segment west of I-280.	M-Ocean View Line and 29-Sunset provide service between Balboa Park Station and SFSU/Stonestown where customers can transfer to 18-46 th Avenue or 17-Parkmerced.
108-Treasure Island	Operates between Treasure Island and the Transbay Terminal 24 hours every day, and between the Transbay Terminal and 4 th /King streets Caltrain Station from 2 p.m. – 10 p.m. every day.	Eliminate segment between Transbay Terminal and Caltrain; adjust route on Treasure Island from Avenue M to Ave H.	N-Judah and T-Third lines provide service near the temporary Transbay Terminal, scheduled to open in fall 2009, between Embarcadero Station and Caltrain.

Exhibit 9, continued

Table of Proposed Service Changes – Option 1, continued

Route	Current Service	Recommended Change	Alternative Service
Temporary Transbay Terminal Service	Current Transbay Terminal is located at Mission and Fremont. It is scheduled to be closed for demolition and replacement in Fall 2009.	In Fall 2009 Routes 5-Fulton, 38-Geary, 38L-Geary Limited and 71-Haight/Noriega will be rerouted to the temporary Transbay Terminal at Howard and Main streets while the new terminal is being rebuilt. 6-Parnassus will be rerouted to Steuart Street.	

Exhibit 9, continued

Table of Proposed Service Changes – Option 2

Route	Current Service	Recommended Change	Alternative Service
N-Judah	Operates every day between Ocean Beach and Downtown via the Market Street Subway and along The Embarcadero to the 4 th /King streets Caltrain Station.	Discontinue service between Embarcadero Station and Caltrain along The Embarcadero on weekends.	T-Third Line provides identical service along The Embarcadero every day.
1-California	Operates between the Richmond and the Embarcadero Center every day until 1 a.m., with every other bus extending to Howard/Main streets weekdays until 7 p.m.	Eliminate segment south of Sacramento Street on Davis, Beale, Howard, Main and Drumm streets.	30X-Marina Express and 41-Union provide service along the portion of the 1-California being eliminated. Beginning in fall 2009, 5-Fulton, 38-Geary and 38L-Geary Limited will also provide service on Main and Beale streets when the temporary Transbay Terminal opens.
2-Clement and 4-Sutter ⁴	2-Clement, 3-Jackson and 4-Sutter all work together to provide service along the Sutter Street corridor. 2-Clement operates between 33 rd Avenue and the Ferry Plaza on weekdays and between 33 rd Avenue and Sansome/Sutter streets on weekends. 4-Sutter operates weekday, peak-only service between 6 th Avenue and Sansome/Sutter streets.	Discontinue 4-Sutter. Eliminate segment of 2-Clement west of 14 th Avenue. 2-Clement and 3-Jackson would provide a combined 5-minute peak period frequency on Sutter Street east of Fillmore Street.	1-California and 2-Clement provide service between Presidio and 6 th avenues. 1-California, 38-Geary and 38L-Geary Limited provide parallel service between 14 th and 33 rd avenues. 3-Jackson provides service on Sutter Street east of Fillmore Street.
7-Haight; 6-Parnassus; and 71-Haight-Noriega ⁵	Operates between Haight Street at Golden Gate Park and the Financial District during weekday peak periods in both directions with a 15-minute frequency.	Discontinue 7-Haight. Increase frequencies of 6-Parnassus and 71-Haight/Noriega from 10 to 9 minutes during peak periods.	6-Parnassus, 71-Haight/Noriega and 71L-Haight/Noriega Limited provide service.

⁴ These changes to 2-Clement and 4-Sutter are common to Options 1 and 2.

⁵ These changes to 7-Haight, 6-Parnassus and 71-Haight/Noriega are common to Options 1 and 2.

Exhibit 9, continued

Table of Proposed Service Changes – Option 2, continued

Route	Current Service	Recommended Change	Alternative Service
<p>10-Townsend and 12-Folsom</p>	<p>10-Townsend operates every day between Van Ness Avenue/North Point Street and Potrero Hill, serving the northern waterfront, Financial District, 4th/King streets Caltrain Station and Potrero Hill.</p> <p>12-Folsom operates every day between Pacific Heights, Chinatown, The Embarcadero, SoMa and the Mission.</p>	<p>Restructure 10-Townsend and 12-Folsom so both serve Pacific Avenue, Sansome and 2nd streets. Eliminate segments of 10-Townsend that serve the Transbay Terminal and north of Broadway. Eliminate segment of 12-Folsom along The Embarcadero.</p> <p>10-Townsend would operate from Jackson/Fillmore streets along current route of 12-Folsom to Broadway/Sansome Street, south on Sansome and 2nd streets through Downtown and then follow existing 10-Townsend route to Potrero Hill.</p> <p>12-Folsom would operate from Pacific/Van Ness avenues to Broadway/Sansome Street, south on Sansome and 2nd streets through Downtown to Folsom Street and then follow the existing 12-Folsom route to the Mission District. From Cesar Chavez Street the 12-Folsom would extend north along Valencia Street and serve the 24th Street BART Station.</p> <p>Operate each route with 20 minute frequencies all-day until 7 p.m., when the 10-Townsend would end service. Provides combined 10-minute daytime frequency on Pacific Avenue, Sansome and 2nd streets.</p>	<p>F-Market Line provides service along The Embarcadero. 47-Van Ness provides service along North Point Street.</p>

Exhibit 9, continued

Table of Proposed Service Changes – Option 2, continued

Route	Current Service	Recommended Change	Alternative Service
16AX and 16BX-Noriega Expresses	16AX and 16BX both operate between the Sunset and Downtown (Market/5 th streets) during weekday peak periods in the peak direction with 10-minute a.m. frequencies and 15-min p.m. frequencies. 16AX runs from Great Highway via Noriega Street and Sunset Boulevard to Lincoln Way. 16BX runs from Sunset Blvd via Noriega Street and 22 nd /23 rd avenues to Lincoln Way.	Discontinue 16AX. Extend 16BX to Great Highway and increase frequency of 16BX during a.m. peak period from 9 to 7 minutes.	29-Sunset provides service along Sunset Boulevard and Lincoln Way and N-Judah Line provides parallel service to Lincoln Way along Judah Street.
19-Polk	Operates between Fisherman's Wharf and the Navy Yard with every other trip turning short at Townsend/8 th streets during the midday. Peak period frequency is 10 minutes. Midday frequency is 12 minutes north of Townsend Street and 24 minutes south of Townsend Street.	Reduce peak period frequency from 10 to 12 minutes and change midday frequency to 15 minutes along entire line.	Frequency change only.
20-Columbus	Operates between Van Ness Avenue/North Point Street and the Financial District via North Beach weekdays southbound from 7 a.m. to 4 p.m. and northbound from 9 a.m. to 3:30 p.m.	Discontinue 20-Columbus.	41-Union provides peak-hour service between North Beach and the Financial District. 30-Stockton provides all-day service between Van Ness Avenue and Chinatown where passengers can transfer to 1-California.

Exhibit 9, continued

Table of Proposed Service Changes – Option 2, continued

Route	Current Service	Recommended Change	Alternative Service
26-Valencia and 36-Teresita ⁶	26-Valencia operates between the Balboa Park Station and 5 th /Mission streets every day. 36-Teresita operates between the Forest Hill Station and Balboa Park Station every day with a 20 to 30-minute frequency.	Discontinue 26-Valencia, except for segment between 29 th /Mission streets and the Glen Park BART Station, which would be served by the rerouted 36-Teresita. Run 36-Teresita service until 12:30 a.m. and reduce peak period frequency of 36-Teresita from 20 to 30 minutes. Reroute 36-Teresita to Mission/29 th streets and the Glen Park BART Station via Chenery Street to serve segment covered by discontinued 26-Valencia.	J-Church Line provides service between the Balboa Park Station and Downtown. 14-Mission and 14L-Mission Limited provide parallel service between Mission/30 th streets and Downtown. 43-Masonic provides service between Forest Hill Station and Balboa Park Station.
29-Sunset	Operates between Baker Beach and Candlestick Park every day until midnight with every other bus extending to the Presidio Transit Center north of Baker Beach until 7 p.m.	Eliminate segment in the Presidio north of Baker Beach.	Presidio Trust's PresidiGo shuttles provide local service within the Presidio.
38-Geary and 18-46 th Avenue	38-Geary operates between the Richmond District and Downtown with three different terminals in the Richmond District. The Ocean Beach Branch of the 38-Geary operates 24 hours every day. 18-46 th Avenue operates between the Legion of Honor and Stonestown every day.	Eliminate Ocean Beach Branch of 38-Geary. Alternating 38-Geary buses would run between Fort Miley and Downtown and between 33 rd Avenue and Downtown. Eliminate segment of 18-46 th Avenue from Point Lobos Avenue and Geary Boulevard and reroute 18-46 th Avenue along the discontinued Ocean Beach routing of 38-Geary. During owl period, operate 38-Geary to Point Lobos Avenue.	18-46 th Avenue replaces service along the Ocean Beach routing of 38-Geary. 5-Fulton provides parallel service between Ocean Beach and Downtown. 38-Geary and 38L-Geary Limited provide service on Point Lobos Avenue and Geary Boulevard west of 33 rd Avenue.
39-Coit Tower	Operates between Pier 39, Union Street, and Coit Tower everyday until 8pm with 20 to 30 minute frequencies.	Eliminate Union St branch, reroute onto Filbert St, and adjust frequency (reduce from 20 to 30 minutes at all times).	None.

Exhibit 9, continued

⁶ These changes to 26-Valencia and 36-Teresita are common to Options 1 and 2.

Table of Proposed Service Changes – Option 2, continued

Route	Current Service	Recommended Change	Alternative Service
41-Union (peak only)	Operates between the Presidio and the Financial District during weekday a.m. and p.m. peak periods in both directions.	Eliminate segment on Union Street between Lyon and Steiner streets and change from 40-foot to 60-foot articulated buses to address crowding.	45-Union/Stockton provides service along Union Street between Lyon and Steiner streets.
53-Southern Heights	Operates between the 16 th Street BART Station and Potrero Hill every day until 7 p.m.	Discontinue 53-Southern Heights.	22-Fillmore and 33-Stanyan provide service along 16 th Street; 19-Polk, 22-Fillmore and 48-Quintara/24 th Street provide service in Potrero Hill.
66-Quintara	Operates between 9 th Avenue/Judah Street and 30 th Avenue/Vicente Street every day with 20 to 30 minute frequencies.	Eliminate segments on Quintara Street and 30 th Avenue and reduce frequency from 20 to 30 minutes at all times.	L-Taraval Line provides parallel service along Taraval Street between 19 th and 30 th avenues; 48-Quintara/24 th Street provides service between 19 th and 30 th avenues along Quintara Street from 5 a.m. to 9 a.m. and 2 p.m. to 7 p.m. on weekdays; 71-Haight/Noriega provides parallel service along Noriega Street between 22 nd and 30 th avenues. No alternative service along 30 th Avenue.
67-Bernal Heights	Operates as a bi-directional loop between the 24 th Street BART Station and the Alemany Farmers Market every day.	Eliminate western portion of circular loop, including service on portions of Crescent Avenue and Mission Street.	14-Mission, 14L-Mission Limited and 49-Van Ness/Mission provide service along Mission Street and the 23-Monterey provides service along Crescent Avenue.
74X-CultureBus	Began September 2008. Operates between Downtown, Civic Center and Golden Gate Park museums every day from 10 a.m. to 6 p.m.	Discontinue 74X-CultureBus.	N-Judah Line, 5-Fulton and 71-Haight-Noriega will all still provide service between Downtown, Civic Center and Golden Gate Park close to museums.

Exhibit 9, continued

Table of Proposed Service Changes – Option 2, continued

Route	Current Service	Recommended Change	Alternative Service
88-BART Shuttle (peak only)	Operates between Lake Merced and Balboa Park Station during weekday peak periods in the peak direction.	Eliminate segment west of I-280.	M-Ocean View Line and 29-Sunset provide service between Balboa Park Station and SFSU/Stonestown where customers can transfer to 18-46 th Avenue or 17-Parkmerced.
89-Laguna Honda	Operates between Forest Hill Station and the Laguna Honda Hospital.	Discontinue as Muni route. Work with Laguna Honda Hospital to transfer responsibility of providing service.	Laguna Honda Hospital to take over responsibility of providing service.
108-Treasure Island	Operates between Treasure Island and the Transbay Terminal 24 hours every day, and between the Transbay Terminal and 4 th /King streets Caltrain Station from 2 p.m. – 10 p.m. every day.	Eliminate segment between Transbay Terminal and Caltrain; adjust route on Treasure Island from Avenue M to Ave H.	N-Judah and T-Third lines provide service near the temporary Transbay Terminal, scheduled to open in fall 2009, between Embarcadero Station and Caltrain.
Span	Most routes currently end by 1 a.m., although service on some routes ends earlier.	End all non-owl routes early at midnight.	The Owl Network would provide service starting at midnight.
Temporary Transbay Terminal Service	Current Transbay Terminal is located at Mission and Fremont. It is scheduled to be closed for demolition and replacement in Fall 2009.	In Fall 2009 Routes 5-Futon, 38-Geary, 38L-Geary Limited and 71-Haight/Noriega will be rerouted to the temporary Transbay Terminal at Howard and Main streets while the new terminal is being rebuilt. 6-Parnassus will be rerouted to Steuart Street.	

Exhibit 9, continued

Table of Proposed Service Changes – Option 3

Route	Current Service	Recommended Change	Alternative Service
-------	-----------------	--------------------	---------------------

N-Judah	Operates every day between Ocean Beach and Downtown via the Market Street Subway and along The Embarcadero to the 4 th /King streets Caltrain Station.	Discontinue service between Embarcadero Station and Caltrain along The Embarcadero on weekends.	T-Third Line provides identical service along The Embarcadero every day.
1-California	Operates between the Richmond and the Embarcadero Center every day until 1 a.m., with every other bus extending to Howard/Main streets weekdays until 7 p.m.	Eliminate segment south of Sacramento Street on Davis, Beale, Howard, Main and Drumm streets.	30X-Marina Express and 41-Union provide service along the portion of the 1-California being eliminated. Beginning in fall 2009, 5-Fulton, 38-Geary and 38L-Geary Limited will also provide service on Main and Beale streets when the temporary Transbay Terminal opens.
2-Clement; 3-Jackson; and 4-Sutter ⁷	2-Clement, 3-Jackson and 4-Sutter all work together to provide service along the Sutter Street corridor. 2-Clement operates between 33 rd Avenue and the Ferry Plaza on weekdays and between 33 rd Avenue and Sansome/Sutter streets on weekends. 3-Jackson operates between California/Presidio avenues and Sansome/Sutter streets every day. 4-Sutter operates weekday, peak-only service between 6 th Avenue and Sansome/Sutter streets.	Discontinue 3-Jackson and run all-day 4-Sutter between Presidio/California avenues and Downtown. Eliminate segment of 2-Clement west of 14 th Avenue. Eliminate segment of 4-Sutter west of Presidio Avenue. 2-Clement and 4-Jackson would provide a combined 5-minute peak period frequency on Sutter Street.	1-California, 38-Geary and 38L-Geary Limited provide parallel service between 14 th and 33 rd avenues. 24-Divisadero provides service on Jackson Street between Divisadero and Fillmore streets.
7-Haight ⁸	Operates between Haight Street at Golden Gate Park and the Financial District during weekday peak periods in both directions with a 15-minute frequency.	Discontinue 7-Haight. No change to 6-Parnassus or 71-Haight/Noriega frequencies.	6-Parnassus, 71- Haight/Noriega and 71L-Haight/Noriega Limited provide service.

Exhibit 9, continued

Table of Proposed Service Changes – Option 3, continued

⁷ These changes to 2-Clement, 3-Jackson and 4-Sutter are part of Option 3 only.

⁸ This change to 7-Haight/Noriega are part of Option 3 only.

Route	Current Service	Recommended Change	Alternative Service
<p>10-Townsend and 12-Folsom</p>	<p>10-Townsend operates every day between Van Ness Avenue/North Point Street and Potrero Hill, serving the northern waterfront, Financial District, 4th/King streets Caltrain Station and Potrero Hill.</p> <p>12-Folsom operates every day between Pacific Heights, Chinatown, The Embarcadero, SoMa and the Mission.</p>	<p>Restructure 10-Townsend and 12-Folsom so both serve Pacific Avenue, Sansome and 2nd streets. Eliminate segments of 10-Townsend that serve the Transbay Terminal and north of Broadway. Eliminate segment of 12-Folsom along The Embarcadero.</p> <p>10-Townsend would operate from Jackson/Fillmore streets along current route of 12-Folsom to Broadway/Sansome Street, south on Sansome and 2nd streets through Downtown and then follow existing 10-Townsend route to Potrero Hill.</p> <p>12-Folsom would operate from Pacific/Van Ness avenues to Broadway/Sansome Street, south on Sansome and 2nd streets through Downtown to Folsom Street and then follow the existing 12-Folsom route to the Mission District. From Cesar Chavez Street the 12-Folsom would extend north along Valencia Street and serve the 24th Street BART Station.</p> <p>Operate each route with 20 minute frequencies all-day until 7 p.m., when the 10-Townsend would end service. Provides combined 10-minute daytime frequency on Pacific Avenue, Sansome and 2nd streets.</p>	<p>F-Market Line provides service along The Embarcadero. 47-Van Ness provides service along North Point Street.</p>

Exhibit 9, continued

Table of Proposed Service Changes – Option 3, continued

Route	Current Service	Recommended Change	Alternative Service
16AX and 16BX-Noriega Expresses	16AX and 16BX both operate between the Sunset and Downtown (Market/5 th streets) during weekday peak periods in the peak direction with 10-minute a.m. frequencies and 15-minute p.m. frequencies. 16AX runs from Great Highway via Noriega Street and Sunset Boulevard to Lincoln Way. 16BX runs from Sunset Boulevard via Noriega Street and 22 nd /23 rd avenues to Lincoln Way.	Discontinue 16AX. Extend 16BX to Great Highway and increase frequency of 16BX during a.m. peak period from 9 to 7 minutes.	29-Sunset provides service along Sunset Boulevard and Lincoln Way and N-Judah Line provides parallel service to Lincoln Way along Judah Street.
19-Polk	Operates between Fisherman's Wharf and the Navy Yard with every other trip turning short at Townsend/8 th streets during the midday. Peak period frequency is 10 minutes. Midday frequency is 12 minutes north of Townsend Street and 24 minutes south of Townsend Street.	Reduce peak period frequency from 10 to 12 minutes and change midday frequency to 15 minutes along entire line.	Frequency change only.
20-Columbus	Operates between Van Ness Avenue/North Point Street and the Financial District via North Beach weekdays southbound from 7 a.m. to 4 p.m. and northbound from 9 a.m. to 3:30 p.m.	Discontinue 20-Columbus.	41-Union provides peak-hour service between North Beach and the Financial District. 30-Stockton provides all-day service between Van Ness Avenue and Chinatown where passengers can transfer to 1-California.

Exhibit 9, continued

Table of Proposed Service Changes – Option 3, continued

Route	Current Service	Recommended Change	Alternative Service
-------	-----------------	--------------------	---------------------

21-Hayes and 5-Fulton	21-Hayes operates on Fulton between 6th Avenue and Stanyan Street and then travels to Downtown via Hayes and Market streets. 5-Fulton operates between Ocean Beach and Downtown every day.	Eliminate segment of 21-Hayes on Fulton Street between 6th Avenue and Stanyan Street. Modify 5-Fulton during peak periods to address current crowding and additional customers that may shift from the outer segment of 21-Hayes.	5-Fulton provides service on Fulton Street between 6th Avenue and Downtown.
26-Valencia and 36-Teresita ⁹	26-Valencia operates between the Balboa Park Station and 5th/Mission streets every day. 36-Teresita operates between the Forest Hill Station and Balboa Park Station every day with a 20 to 30-minute frequency.	Discontinue 26-Valencia, except for segment between 29th/Mission streets and the Glen Park BART Station, which would be served by the rerouted 36-Teresita. End 36-Teresita service at 8:30 p.m. and reduce peak period frequency of 36-Teresita from 20 to 30 minutes. Reroute 36-Teresita to Mission/29th streets and the Glen Park BART Station via Chenery Street to serve segment covered by discontinued 26-Valencia.	J-Church Line provides service between the Balboa Park Station and Downtown. 14-Mission and 14L-Mission Limited provide parallel service between Mission/30th streets and Downtown. 43-Masonic provides service between Forest Hill Station and Balboa Park Station.
27-Bryant and 9-San Bruno	27-Bryant operates between Nob Hill, the Tenderloin, SoMa and the Mission District. 9-San Bruno operates between Visitacion Valley and Downtown via Potrero Avenue.	Eliminate segment of 27-Bryant north of the Hall of Justice at 8th/Harrison streets. Increase 9-San Bruno frequency during midday from 10 to 9 minutes and add a peak period short line north of 24th Street to address additional passengers that may shift from 27-Bryant.	9-San Bruno provides parallel service on Potrero Avenue.

Exhibit 9, continued

Table of Proposed Service Changes – Option 3, continued

Route	Current Service	Recommended Change	Alternative Service
29-Sunset	Operates between Baker Beach and Candlestick Park every day until midnight with every other bus extending to the Presidio	Eliminate segment in the Presidio north of Baker Beach.	Presidio Trust's PresidiGo shuttles provide local service within the Presidio. 28-19th Avenue provides service to the Golden Gate

⁹ These changes to 26-Valencia and 36-Teresita are part of Option 3 only.

	Transit Center north of Baker Beach until 7 p.m.		Bridge toll plaza.
31-Balboa	Operates between Ocean Beach and Downtown with 10-minute frequency during peak periods and 15-minute frequency midday.	Reduce peak period frequency from 10 to 12 minutes.	Frequency change only.
38-Geary and 18-46th Avenue	38-Geary operates between the Richmond District and Downtown with three different terminals in the Richmond District. The Ocean Beach Branch of the 38-Geary operates 24 hours every day. 18-46th Avenue operates between the Legion of Honor and Stonestown every day.	Eliminate Ocean Beach Branch of 38-Geary. Alternating 38-Geary buses would run between Fort Miley and Downtown and between 33rd Avenue and Downtown. Eliminate segment of 18-46th Avenue from Point Lobos Avenue and Geary Boulevard and reroute 18-46th Avenue along the discontinued Ocean Beach routing of 38-Geary. During owl period, operate 38-Geary to Point Lobos Avenue.	18-46th Avenue replaces service along the Ocean Beach routing of 38-Geary. 5-Fulton provides parallel service between Ocean Beach and Downtown. 38-Geary and 38L-Geary Limited provide service on Point Lobos Avenue and Geary Boulevard west of 33 rd Avenue.
39-Coit Tower	Operates between Pier 39, Union Street, and Coit Tower every day until 8 p.m. with 20 to 30 minute frequencies.	Eliminate Union Street branch by rerouting onto Filbert Street, and reduce frequency from 20 to 30 minutes at all times.	None.
41-Union (peak only)	Operates between the Presidio and the Financial District during weekday a.m. and p.m. peak periods in both directions.	Eliminate segment on Union Street between Lyon and Steiner streets and change from 40-foot to 60-foot articulated buses to address crowding.	45-Union/Stockton provides service along Union Street between Lyon and Steiner streets.

Exhibit 9, continued

Table of Proposed Service Changes – Option 3, continued

Route	Current Service	Recommended Change	Alternative Service
53-Southern Heights	Operates between the 16 th Street BART Station and Potrero Hill every day until 7 p.m.	Discontinue 53-Southern Heights.	22-Fillmore and 33-Stanyan provide service along 16 th Street; 19-Polk, 22-Fillmore and 48-Quintara/24 th Street provide service in Potrero Hill.

66-Quintara	Operates between 9 th Avenue/Judah Street and 30 th Avenue/Vicente Street every day with 20 to 30 minute frequencies.	Eliminate segments on Quintara Street and 30 th Avenue and reduce frequency from 20 to 30 minutes at all times.	L-Taraval Line provides parallel service along Taraval Street between 19 th and 30 th avenues; 48-Quintara/24 th Street provides service between 19 th and 30 th avenues along Quintara Street from 5 a.m. to 9 a.m. and 2 p.m. to 7 p.m. on weekdays; 71-Haight/Noriega provides parallel service along Noriega Street between 22 nd and 30 th avenues. No alternative service along 30 th Avenue.
67-Bernal Heights	Operates as a bi-directional loop between the 24 th Street BART Station and the Alemany Farmers Market every day.	Eliminate western portion of circular loop, including service on portions of Crescent Avenue and Mission Street.	14-Mission, 14L-Mission Limited and 49-Van Ness/Mission provide service along Mission Street and 23-Monterey provides service along Crescent Avenue.
74X-CultureBus	Began September 2008. Operates between Downtown, Civic Center and Golden Gate Park museums every day from 10 a.m. to 6 p.m.	Discontinue 74X-CultureBus.	N-Judah Line, 5-Fulton and 71-Haight-Noriega will all still provide service between Downtown, Civic Center and Golden Gate Park close to museums.
76-Marin Headlands (Sundays only)	Operates year-round on Sundays and some holidays between 4 th /King streets Caltrain Station and the Marin Headlands.	Provide service May through October only by eliminating service November through April.	None.

Exhibit 9, continued

Table of Proposed Service Changes – Option 3, continued

Route	Current Service	Recommended Change	Alternative Service
88-BART Shuttle (peak only)	Operates between Lake Merced and Balboa Park Station during weekday peak periods in the peak direction.	Eliminate segment west of I-280.	M-Ocean View Line and 29-Sunset provide service between Balboa Park Station and SFSU/Stonestown where customers can transfer to 18-46 th Avenue or 17-Parkmerced.

89-Laguna Honda	Operates between Forest Hill Station and the Laguna Honda Hospital.	Discontinue as Muni route. Work with Laguna Honda Hospital to transfer responsibility of providing service.	Laguna Honda Hospital to take over responsibility of providing service.
108-Treasure Island	Operates between Treasure Island and the Transbay Terminal 24 hours every day, and between the Transbay Terminal and 4 th /King streets Caltrain Station from 2 p.m. – 10 p.m. every day.	Eliminate segment between Transbay Terminal and Caltrain; adjust route on Treasure Island from Avenue M to Ave H.	N-Judah and T-Third lines provide service near the temporary Transbay Terminal, scheduled to open in fall 2009, between Embarcadero Station and Caltrain.
Span	Most routes currently end by 1 a.m., although service on some routes ends earlier.	End all non-owl routes early at midnight.	Owl Network provides service starting at midnight.
Evening Frequency	Non-owl routes run every 20 to 30 minutes starting at 10 p.m.	Reduce to 30-minute frequency after 10 p.m. on non-owl routes.	Frequency change only.

Exhibit 9, continued

Table of Proposed Service Changes – Option 3, continued

Route	Current Service	Recommended Change	Alternative Service
Community Evening Service (17-	17-Parkmerced operates between West Portal Station and Parkmerced/SFSU everyday until midnight, 35-Eureka operates between Castro	End all routes early at 8:30pm.	None

<p>Parkmerced, 35-Eureka, 36-Teresita, 37-Corbett, 52-Excelsior)</p>	<p>Station and Diamond Heights everyday until 1am, 36-Teresita operates between Forest Hill Station and Balboa Park Station everyday until 12:30am, 37-Corbett operates between Church St. Station, Twin Peaks and the Haight everyday until 12:30am, and 52-Excelsior operates between Forest Hill Station & the Excelsior until 12:30 am.</p>		
<p>Temporary Transbay Terminal Service</p>	<p>Current Transbay Terminal is located at Mission and Fremont. It is scheduled to be closed for demolition and replacement in Fall 2009.</p>	<p>In Fall 2009 Routes 5, 38, 38L, and 71 will be rerouted to the temporary Transbay Terminal at Howard and Main Streets while the new terminal is being rebuilt. The 6-Parnasus will be rerouted to Steuart Street.</p>	<p>N/A</p>

Exhibit 9, continued

Maps of Route Changes

MUNICIPAL TRANSPORTATION AGENCY
City and County of San Francisco

DIVISION: Finance & Information Technology

BRIEF DESCRIPTION:

Public Hearing before the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors on Tuesday, April 7, 2009, to consider a declaration of fiscal emergency for the 2009-2010 fiscal year 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 must respond within 30 days of the public hearing to suggestions made by the public and plans to do so at the April 21, 2009 Board meeting. After responding to these comments, the SFMTA Board may make a finding that a fiscal emergency exists for the SFMTA caused by the failure of agency revenues to adequately fund agency programs, facilities, and operations.

SUMMARY:

- The 2009-2010 Amended Proposed Operating Budget projects a \$128.9 million deficit due mainly to a global economic downturn as presented to the SFMTA Board on March 17, 2009. There are various options under discussion by the SFMTA Board of Directors to address this deficit including a reduction in transit service and increases to various fares, fees, fines, rates and charges that support transit service.
- Reductions in transit service and increases to fares, fees, fines, rates and charges that support transit service are subject to the California Environment Quality Act (CEQA). CEQA provides a statutory exemption from environmental review for the reduction or elimination of transit service and increases to fares, fees, fines, rates and charges that support transit service if 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.
- In accordance with 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 Board of Directors must hold a public hearing to receive public testimony regarding the proposed declaration of fiscal emergency.
- Responses to any comments made by the public will be scheduled for the April 21, 2009, SFMTA Board Meeting.
- At the April 21, 2009, SFMTA Board meeting, the SFMTA Board of Directors will be asked to declare a “fiscal emergency” for 2009-2010 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.

ENCLOSURES:

APPROVALS:

DATE

DIRECTOR OF DIVISION

PREPARING ITEM

FINANCE

EXECUTIVE DIRECTOR/CEO

SECRETARY

_____	_____
_____	_____
_____	_____
_____	_____

ASSIGNED MTAB CALENDAR DATE: _____

PAGE 2

Purpose

Addressing the SFMTA 2009-2010 budget deficit of \$128.9 million will possibly include service reductions and increases 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 21080.32 provides a statutory exemption that a reduction or elimination of transit service and increases to fares, fees, fines, rates, and charges that support transit service can be implemented as a result of a declared “fiscal emergency” caused by the failure of the revenues to adequately fund agency programs, facilities, and operations without further environmental review. The agency is required to hold a public hearing and respond to comments and suggestions made by the public prior to declaring that a “fiscal emergency” exists. The purpose of this item is to initiate a public hearing before the SFMTA Board of Directors to consider a declaration of fiscal emergency for the 2009-2010 fiscal year under California Public Resources Code section 21080.32.

Goal

Approval of the proposed resolution will support:

- Goal 4 of the SFMTA’s Strategic Plan, Financial Capacity, which is to ensure financial stability and effective resource allocation; and
- 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.

Description

On March 17, 2009, the SFMTA Board of Directors reviewed the Amended Proposed Operating Budget for 2009-2010 including a projected \$128.9 million deficit as outlined below:

Revenue Category	2009-2010 Approved Budget	2009-2010 Projection as of Feb 2009	2009-2010 Projected Surplus / (Deficit)	Description
State/Regional Funds	115.7	60.9	(54.8)	State Budget Eliminated Transit Assistance Funding (\$42.8M), TDA Sales Tax and AB1107 from MTC (\$11.5M), Gas Tax (\$0.5M)
General Fund	252.2	227.9	(24.3)	Less General Fund Baseline Available due to declining General Fund revenues
Advertising	16.2	10.0	(6.2)	Advertising market declines

PAGE 3

Parking Citations	103.8	97.8	(6.0)	Reduced citations from street sweeping schedule changes plus Courthouse fee increase to State
Garage Revenues	31.4	27.7	(3.7)	Reflects anticipated reduction in garage revenues due to declining patronage and economic conditions
Parking Meters	35.0	32.0	(3.0)	Variable pricing projections from SFpark adjusted back to original assumption
Interest	5.6	4.8	(0.8)	Lower Interest rates
Fund Balance *	36.4	42.3	5.9	Use of additional fund balance
Cable Car Fares	4.6	5.5	0.9	Increased collection of Cable Car fares
Other Revenues	215.8	215.8	0.0	No changes projected at this time
TOTAL	\$816.7	\$726.9	(\$89.8)	

* As of March 1, 2009, the fund balance in the SFMTA funds was \$58.7 million in operating funds and -\$10 million in capital/restricted funds, totaling \$48 million. \$42.3 million of the operating fund balance is included in the 2009-2010 operating budget.

0.00	2009-2010 Approved Budget	2009-2010 Projection as of Feb 2009	2009-2010 Projected (Deficit)	Description
Salaries & Benefits	496.4	521.5	(25.1)	\$6.6M increase due to retirement benefits as a result of the passage of Proposition B in June 2008. Increase adjustment of \$14M in overtime based on actual usage. Increased additional benefits and salary adjustments of \$4.5M – unemployment insurance, position changes.
Services from City Departments	68.4	80.2	(11.8)	<ul style="list-style-type: none"> • SF Police Department \$7M • SF General Hospital \$3M • 311 Call Center \$2.2M • Tax Collector's Office \$0.5M • Telecommunications Department \$0.5M • Risk Manager's Office \$0.4M • Planning Department \$0.3M • Department of Human Resources (\$1.2M) • Various other adjustments known at this time
Other Line items	251.9	251.9	0	No changes projected to other various expenditures at this time
TOTAL	\$816.7	\$855.8	(\$39.1)	

	FY 2009-2010 Approved Budget	2009-2010 Projection as of Feb 2009	FY 2009-2010 (Deficit)
Revenues	\$816.7	\$726.9	(\$89.8)
Expenditures	\$816.7	\$855.8	(\$39.1)
Total FY 2009-2010 Projected (Deficit)			(\$128.9)

To address this deficit, the SFMTA Board of Directors is considering various options including service reductions and increases to fares, fees, fines, rates and charges that support transit service. Reductions 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 reduction or elimination of public transit service or to initiate or increase fees, rates, or charges 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	
<i>Unrestricted Net Assets (Cash) *</i>	
Fund Balance (\$58.7 available less \$42.3 included in 2009-2010 Operating Budget)	\$16.4
Subtotal: Unrestricted Net Assets	\$16.4
<i>Unrestricted Short-Term Investments</i>	\$0
<i>Unrestricted Accounts Receivables</i>	
Revenues (see above table)	\$726.9
Less Funds Restricted for Paratransit from Grants	(\$5.8)
Subtotal: Accounts Receivables	\$721.1

Total Sources	\$743.3
Uses	
<i>Unrestricted Accounts Payables</i>	
Expenditures (see above table)	\$855.8
Less Expenditures funded from Grants for Paratransit	(-\$5.8)
Subtotal: Accounts Receivables	\$850.8
Total Uses	\$855.8
Operating Surplus/(Deficit)	(\$112.5)

- Unrestricted Fund Balance is determined by subtracting total current liabilities from total current assets excluding grants which are restricted

The analysis of SFMTA’s working capital shows negative working capital of \$112.5 million in 2009-2010. 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 projects 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 fiscal emergency exists. The public hearing is scheduled for April 7, 2009. During the public hearing, staff will address why a “fiscal emergency” exists and receive testimony from the public. Within 30 days after the public hearing, SFMTA is required to respond to comments received from the public at the hearing which is planned for April 21, 2009. Once SFMTA has responded to these comments, the SFMTA Board may declare that a “fiscal emergency” exists. It is important to note that a declaration of “fiscal emergency” does not by itself implement service reductions or changes to fares, fees, fines, rates and charges that support transit service.

SFMTA will respond to the public comments received on April 7, 2009, at the regularly scheduled April 21, 2009, SFMTA Board meeting. This will fulfill the requirement of responding to public comment within 30 days at a regularly scheduled public meeting. At the same Board meeting, staff expects to request that the SFMTA Board of Directors declare that a fiscal emergency exists for SFMTA for the 2009-2010 fiscal year.

Alternatives Considered

The SFMTA Board considered various options to address the 2009-2010 deficit at the March 17,

2009, meeting and is considering various options to address the 2009-2010 deficit at a public hearing on April 7, 2009.

Funding Impact

Impact to 2009-2010 Amended Operating Budget.

Recommendation

It is recommended that a public hearing be held before the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors on Tuesday, April 7, 2009, to consider a declaration of fiscal emergency for the 2009-2010 fiscal year 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 must respond within 30 days of the public hearing to suggestions made by the public and plans to do so at the April 21, 2009, Board meeting. After responding to these comments, the SFMTA Board may make a finding that a fiscal emergency exists for the SFMTA caused by the failure of agency revenues to adequately fund agency programs, facilities, and operations.

The City Attorney has reviewed this item.