

THIS PRINT COVERS CALENDAR ITEM NO. : 7

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Transit Services

BRIEF DESCRIPTION:

Authorizing proposed service and route changes as part of the Transit Effectiveness Project including frequency increases and decreases, new routes, expanded limited-stop service, realigned transit routes (including in some cases eliminating segments of service), a route elimination, and expanded hours of operation.

SUMMARY:

- The Transit Effectiveness Project (TEP) is a major initiative to improve Muni and help meet the mode shift goals. It includes up to a 12% service increase, as well as route additions, realignments, and modifications/eliminations.
- The TEP used extensive data analysis and community feedback to identify ways to deliver better service. Proposals focus on improving reliability, enhancing safety, reducing delays, reducing crowding and making travel more convenient.
- The TEP's proposed service changes meet the Major Service Change definition. The SFMTA completed the required Title VI analysis and found that the proposed service changes do not result in a disparate impact to minority populations or a disproportionate burden to low income populations.
- The TEP proposals underwent an extensive environmental review process under the California Environmental Quality Act (CEQA).
- SFMTA conducted outreach and facilitated numerous community workshops. In many instances, proposals were modified based on community input.

ENCLOSURES:

1. SFMTAB Resolution
2. Appendix A: Summary of Route Additions, Realignments, & Modifications/Eliminations.
3. Appendix B: Detailed Summary of Service Frequency and Hours of Operation Modifications
4. Appendix C: TEP Overview Presentation
5. Appendix D: Outreach Summary for Service and Route Changes (Jan-Mar 2014)
6. Appendix E: TEP Service Changes Title VI Report
7. Appendix F: TEP Implementation Guide
8. Appendix G: Mitigation Monitoring and Reporting Program (MMRP)

APPROVALS:

DATE

DIRECTOR _____ 3/24/14

SECRETARY _____ 3/24/14

ASSIGNED SFMTAB CALENDAR DATE: March 28, 2014

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PURPOSE

Authorizing proposed service and route changes as part of the Transit Effectiveness Project including frequency increases and decreases, new routes, expanded limited-stop service, realigned transit routes (including in some cases eliminating segments of service), a route elimination, and expanded hours of operation.

GOAL

The TEP's proposed transit service changes will specifically address the following SFMTA Strategic Plan goals and objectives:

- Goal 1: Create a safer transportation experience for everyone
Objective: 1.3 Improve the safety of the transportation system

- Goal 2: Make transit, walking, bicycling, taxi, ridesharing and carsharing the preferred means of travel
Objective 2.2 Improve transit performance
Objective 2.3 Increase use of all non-private auto modes

- Goal 3: Improve environment and quality of life in San Francisco
Objective 3.2 Increase the transportation system's positive impact to the economy
Objective 3.3 Allocate capital resources effectively
Objective 3.4: Deliver services efficiently

- Goal 4: Create a workplace that delivers outstanding service
Objective 4.4 Improve relationships and partnerships with our stakeholders

DESCRIPTION

The Transit Effectiveness Project (TEP) is a major SFMTA initiative to improve Muni and meet our City's Transit First goals - originally adopted by the Board of Supervisors in 1973, and reaffirmed by voters in 1999, 2007, and 2010. The "Transit First" Policy and the SFMTA Strategic Plan are geared towards making the use of more sustainable modes like transit, walking, bicycling, and taxis more attractive, which will allow San Francisco to continue to grow and flourish into the future.

The TEP's focus is Muni: the transit backbone of a transportation-rich system that connects all modes and all people, but also—unfortunately—a system that has failed to keep pace with a changing San Francisco. By way of an extensive planning process supported by data, technical expertise, deep engagement with the community at various levels and critical lessons learned through the implementation of pilot projects, the TEP represents the first major evaluation of San Francisco's mass transit system in thirty years. While the project is focused on resolving existing issues with Muni service that highly impact the customer's experience, the policies and data

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analysis methodologies will help Muni identify and respond to the needs of all San Franciscans into the future.

In the early stages of the project, staff evaluated travel patterns on transit and by automobile, transit ridership data including crowding and transit boardings/alightings at every stop, and transit service performance. Staff also implemented a sweeping community engagement effort to share findings, proposals, and most importantly, to hear directly from Muni customers, who could provide further insight into issues that cannot be easily measured or assessed. The outreach effort was not one size fits all; staff captured valuable community feedback through conversations at town hall meetings and community workshops, presentations at neighborhood meetings and senior centers, focus groups with youth and parents, customer surveys, as well as internal engagement with staff, including operators. During the initial planning phase, the project also benefited from a community advisory committee that met regularly to review findings and provide input.

Addressing Changing Travel Patterns and Need for Better Reliability

As a result of the extensive data collection, analysis, and public feedback, the TEP identified two key issues:

- (1) The frequency and layout of existing routes needed to be updated to match current travel patterns and address crowding.
- (2) The service that Muni provides is slow and unreliable.

To address these problems, staff developed numerous strategies, including proposals for specific service changes that would improve neighborhood connectivity, reduce transit travel times, increase capacity on crowded routes, and increase reliability. Specifically, the service change proposals seek to **increase overall transit service by 12%** above today's levels, redesign routes to streamline travel and improve efficiency, enhance neighborhood connections, increase frequency on popular routes, reduce crowding, modify or discontinue low-ridership routes and segments, and expand limited-stop service. The TEP proposals were initially developed in 2008 during the planning phase of the TEP; however, staff re-evaluated and refined them as part of the development of the TEP EIR Project Description and again over the last few months in order to capture more recent land use changes, ridership trends, and community feedback. Overall, service change proposals were developed for a large percentage of Muni routes and would distribute benefits citywide, with a focus on communities with the greatest needs.

In addition to service changes, the TEP includes specific capital project recommendations to improve service reliability and travel times by up to 20%. These capital projects include expanding transit only lanes across San Francisco, expanding bus stop zones through bus stop bulb outs and larger stops, and consolidating bus stops along select corridors.

Balancing Benefits and Tradeoffs

The TEP seeks to strike the best possible balance between benefits and tradeoffs. The primary TEP benefits are increased service to reduce crowding, more direct connections between neighborhoods and major destinations, and improved reliability. Increased service proposals are

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focused on communities with the greatest needs and those with the highest crowding. Our Title VI service equity analysis shows that over half of all frequency improvements and travel time benefits aimed at reducing travel times are directed to routes serving primarily minority and low-income customers. Over half of Muni customers live in low-income households and over 60% live in households with incomes less than the City's Average Median Income (~\$71,000).¹

In addition, proposals to enhance pedestrian and transit safety will be focused on high collision corridors and the projects will be closely coordinated with the WalkFirst pedestrian safety improvements to make our streets and stops safer for all users.

Tradeoffs were minimized in the proposals. Bus consolidation proposals would only impact three percent of Muni stops and are only proposed along Rapid routes. For proposals involving significant parking removal, alternatives were developed to provide stakeholders with a range of options.

PUBLIC OUTREACH AND COMMENT

To finalize the proposed service change recommendations in coordination with the anticipated certification of the TEP EIR and SFMTA Board approval processes, the TEP team facilitated extensive outreach focused on the proposed service and route changes. Beginning in January 2014, SFMTA launched an extensive, multilingual community engagement campaign and gathered considerable input about the service change proposals. This outreach effort was conducted primarily to ensure that customers were aware of the service change proposals, to gather input on proposed changes to inform Board approval, to convey how the proposed changes would provide better service for the entire City while minimizing customer disruption for specific lines, and to provide information on complimentary services.

From early February to mid-March, SFMTA facilitated 12 district-level community meetings, with at least one community meeting held in each supervisorial district, which were attended by over 700 members of the public. We also held two citywide open houses, which attracted over 130 attendees, to discuss the proposals and any revisions that were made based on the initial community meetings, and to record additional feedback. This latest round of meeting-based outreach concluded on March 22. Each meeting was open to the public and focused on the service changes that are proposed for that meeting's corresponding district. The meeting format provided explanations to attendees and collected feedback from stakeholders about the proposals. The meetings were announced on multilingual flyers distributed in affected neighborhoods, notices posted at transit stops, TEP web pages, blast emails to TEP email update subscribers, and notices in both English and foreign language media publications.

To collect feedback from members of the public who were unable to attend a meeting in-person, SFMTA has solicited feedback about the proposals through the online input tool at www.TellMuni.com, which has currently received over 950 comments from community members. Additionally, to gather further important input about its service change proposals,

¹ 2013 Customer On-Board Survey

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SFMTA coordinated with San Francisco's 12 district supervisors, contacted over 200 neighborhood groups, collected comments via phone, email, and 3-1-1, and conducted in-reach with Muni staff members, which involved the facilitation of one open house at each Muni operating division for the purpose of collecting proposal-related input from Operators and other front line personnel.

In addition to the substantial amount of feedback received about TEP proposals over the past several years, the comments obtained during the most recent outreach process were used to refine and finalize staff recommendations. Further modifications were made based on community and Board member feedback at the March 14th public hearing, as well as input from the SFMTA Citizen's Advisory Council on March 20 and the Policy and Governance Committee on March 21. A summary of the process and feedback from the most recent community outreach is attached as Appendix D.

PROPOSED TRANSIT SERVICE CHANGES INCLUDING ROUTE ADDITIONS, REALIGNMENTS, AND MODIFICATIONS/ELIMINATIONS, AS WELL AS SERVICE FREQUENCY MODIFICATIONS

Appendix A, details the Muni route addition, realignment, and modification/elimination proposals that are recommended for approval. Appendix B, details the Muni service frequency and hours of operation modifications that are recommended for approval. As discussed above, TEP proposals include frequency and route changes to a large majority of Muni routes. Please note that more outreach is recommended for several of the proposals including routes 19, 23, 48 (east of Potrero Avenue), 54, and 58. These proposals are therefore not part of the package of service changes that are presented for Board approval. Staff plans to conduct additional outreach for these projects in the coming months in order to finalize sound recommendations.

Below is a summary of recommendations for frequency increases and decreases, hours of operation and route changes. Detailed descriptions of each recommended proposal are provided in Appendices A and B.

Route Additions and Expansions: Implementation of new E Embarcadero and 11 Downtown Connector routes and introduction of the 5L Fulton Limited route and 76X Marin Headlands Express routes

Route Realignments (including in some cases eliminating segments of service and service extensions): 1BX California "B" Express, 2 Clement, 8X Bayshore Express, 10 Townsend, 16X Noriega Express, 17 Parkmerced, 18 46th Avenue, 22 Fillmore, 28 19th Avenue, 28L 19th Avenue Limited, 29 Sunset, 33 Stanyan, 35 Eureka, 43 Masonic, 47 Van Ness, 48 24th Street/Quintara (west of Potrero Avenue), and 52 Excelsior

Route Elimination: 12 Folsom/Pacific (with all segments covered by other transit routes)

Stop Addition: for 1AX/BX, 31AX/BX, and 38AX/BX at Van Ness Avenue

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Frequency Increases: F Market/Wharves (PM peak period only), J Church, K Ingleside, L Taraval, M Oceanview, N Judah, T Third, 1 California, 2 Clement (east of Presidio), 5/5L Fulton, 6 Parnassus, 8X/AX/BX Bayshore Express, 9 San Bruno, 9L San Bruno Limited, 10 Townsend, 14L Mission Limited, 14X Mission Express, 17 Parkmerced, 21 Hayes, 22 Fillmore, 24 Divisadero, 28 19th Avenue, 28L 19th Avenue Limited, 29 Sunset, 30 Stockton, 30X Marina Express, 31 Balboa, 33 Stanyan, 35 Eureka, 37 Corbett, 38 Geary, 38L Geary Limited, 41 Union, 43 Masonic, 44 O'Shaughnessy, 47 Van Ness, 52 Excelsior, 54 Felton, and the 71L Haight/Noriega Limited.

Frequency Decreases: F Market/Wharves (AM peak period only), 2 Clement (west of Presidio), 3 Jackson, 6 Parnassus, and 48 24th Street/Quintara

Expanded Hours of Operation: 2 Clement (between Downtown and Presidio Avenue), 10 Townsend, 28L 19th Avenue Limited (addition of all-day limited-stop service), 38L Geary Limited (expansion of limited-stop service to Sunday), and 71L Haight/Noriega Limited (addition of all-day limited-stop service)

On Hold: Proposals for the 19 Polk, 23 Monterey, 48 Quintara/24th Street (east of Potrero Avenue), 54 Felton, 58 24th Street, and Owl Network Proposals are on hold and will not be considered by to the Board on March 28, 2014.

PROPOSED TRANSIT SERVICE CHANGES THAT RECEIVED INPUT FROM SFMTA POLICY AND GOVERNANCE COMMITTEE (PAG)

At its meeting on March 21, the SFMTA Policy and Governance Committee (PAG) reviewed the TEP-proposed service and route changes and provided noteworthy input about specific proposals.

Below is a summary of the consequential input received from the PAG, by line, about the proposals. Any service change proposal modifications or clarifications resulting from PAG input is reflected in the detailed summaries of recommended route and frequency changes included in Appendices A and B.

2 Clement: The PAG supports the recommended proposal of using existing overhead wires to implement 2 trolley service on the entire Sutter/Post Street corridor, adding service on the Sutter/Post Street route segment, and realigning the 2 line to operate on California Street to Eighth Avenue, on Eighth Avenue south to Clement Street, on Clement Street between Eighth and Sixth Avenues, and to California via Sixth Avenue.

3 Jackson: The PAG supports the revised proposal to maintain service on the 3 route with reduced frequency to better match customer demand.

6 Parnassus: The PAG supports maintaining the 6 Parnassus in the line's current alignment through Ashbury Heights to UCSF and Golden Gate Heights and to reduce the frequency of Route 6 and increasing frequency on Route 71L to better match customer demand.

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8X Bayshore Express: The PAG supports the revised proposal to continue 8X service north of Broadway for every other trip only.

10 Townsend: The PAG supports the current 10 Townsend (Sansome) proposal to reroute through Mission Bay.

17 Parkmerced: The PAG supports the revised 17 realignment proposal, which shifts service to portions of Lake Merced Boulevard and Brotherhood Way to access the Daly City BART Station.

22 Fillmore and 33 Stanyan: The PAG supports the original realignment proposals for these routes, which include realigning the 22 along 16th Street to provide a direct transit connection to Mission Bay and realigning the 33 Stanyan off of Potrero Avenue and along the former 22 Fillmore alignment into the Dogpatch neighborhood. The PAG also supports implementing 12 minute headways on the 33.

27 Bryant: The PAG supports maintaining the entirety of the existing 27 alignment.

28/28L 19th Avenue: The PAG supports the revised proposal for the 28 and 28L, which calls for the termination of the 28L in the Richmond District at Park Presidio between Lake and California Streets and extension to the Balboa Park BART Station and the Mission corridor, as well as the continuation of the 28 to the Marina District via the Golden Gate Bridge to a new terminal at Van Ness Avenue and North Point Street.

35 Eureka: The PAG supports the revised proposal for the 35, which includes the continuation of service on Moffitt, Farnum, Addison, and Bemis Streets, and the extension of service to the Glen Park BART Station via Miguel and Chenery Streets.

36 Teresita: The PAG supports maintaining the entirety of the existing 36 alignment.

47 Van Ness: The PAG supports aligning the 47 line on 11th Street (current alignment) between Mission and Bryant Streets, rather than on 13th Street as originally proposed.

48 Quintara/24th Street: The PAG supports the original 48 service change proposal to remove service in the vicinity of Hoffman and Grandview Streets and instead straighten service along Clipper and Douglass Streets. However, the PAG supports maintaining the 48's current alignment until the new 58 24th Street route is introduced, which would be modified to serve portions of the former 48 alignment along Douglass Street, 21st Street, and Grandview Avenue.

56 Rutland: The PAG supports maintaining the entirety of the existing 56 alignment.

PUBLIC NOTICE

Charter Section 16.112 requires published notice and a public hearing prior to any significant change in the operating schedule or route of a street railway, bus line, trolley bus line or cable car line. Pursuant to Charter Section 16.112, advertisements were placed starting on March 25, 2014, in the City's official newspaper, the San Francisco Chronicle, for four days to provide notice that the SFMTA Board of Directors will hold a public hearing on March 28, 2014, to consider the modifications detailed in the previous section.

In addition to the required legal notice, information about the hearing was posted on the SFMTA Website in nine languages to reach customers with Limited English Proficiency, and multilingual (English, Spanish and Chinese) announcements were posted on the bus stops that would be most affected by the changes. Advertisements were also placed in the Examiner, as well as Spanish, Chinese and Russian language papers: El Mensajero, Sing Tao and Ktsati. Additionally, the March 28th public hearing was announced at each of the 14 community workshops and an email was sent to the TEP list serv.

ALTERNATIVES CONSIDERED

Throughout the TEP service change development process, SFMTA considered many different alternatives for effectively addressing crowding and reliability-related concerns. In the end, SFMTA identified a 12% increase in service as being effective and feasible. The level of service increase will be informed by SFMTA's two-year budget process and approval. Additionally, SFMTA considered and presented to the public numerous alternative proposals for how Muni services and routes could be modified. The proposals that SFMTA is presenting to the SFMTA Board were developed and selected based on extensive coordination, planning, analysis, and community input. An explanation of how select proposals were altered is included on pages 8 and 9.

Additionally, for the purposes of environmental review, the FEIR for the TEP analyzed a No Project Alternative and two additional alternatives to the TEP, referred to as the Moderate TTRP Alternative and the Expanded TTRP Alternative, in order to capture the reasonable range of TEP proposals the SFMTA may choose to implement over time and to evaluate the potential environmental impacts resulting from that range. Both alternatives would implement the Service Policy Framework, the Service Improvements, Service Variants, the Service-related Capital Improvements, and the TPS Toolkit as applied to the program-level TTRP corridors. The difference between these alternatives is that under the TTRP Moderate Alternative, these elements would be implemented in combination with a "moderate" number of TPS Toolkit elements along certain Rapid Network corridors and, under the TTRP Expanded Alternative, these elements would be implemented in combination with an "expanded" number of TPS Toolkit elements along the same Rapid Network corridors. Please see Chapter 6 of the FEIR for further detail.

FUNDING IMPACT

The Transit Effectiveness Project (TEP) capital projects are estimated to cost approximately \$300 million, including the programmatic Travel Time Reduction Project (TTRP) corridors. The 5-Year Capital Improvement Program (CIP) includes funding for the project level proposals, which are estimated to cost \$198 million. Funding to implement the capital improvements associated with the travel time reduction projects are proposed as part of the 5-Year CIP. \$25 million has been allocated or is scheduled for allocation from SFMTA Revenue Bonds, Proposition K Sales Tax, and other local sources. An additional \$153 million to complete construction is included in the proposed General Obligation Bond recommended by the 2030 Transportation Task Force. Other funding sources identified in the CIP include developer impact fees and discretionary grant opportunities.

Prior to this latest round of outreach, the TEP service proposals included approximately 13% more service hours and approximately 3% service reductions, totaling a net 10% increase in service. However, with the recent modifications based on community input, the net increase in service hours is approximately 12%². The SFMTA budget proposal for Fiscal Year 2014-15 and Fiscal Year 2015-16 will consider up to a 10% service increase at a total two-year cost of \$44.7 million. This increase is not part of the base budget and will be evaluated along with other expenditure and revenue options. If selected, the 10% service increase would be phased in over the two years. In Fiscal Year 2014-15, the proposal considers an increase service by 3% at a cost of \$9.2 million by January 2015. In Fiscal Year 2015-16, a second service increase to 7% is contemplated to be enacted beginning in July 2015 and the full 10% service increase would be realized by the end of the fiscal year at a total cost of \$35.5 million. Any service increase that is not included in the current two-year budget, including the remaining 2% additional hours associated with the proposal modifications, would be considered in the next two year budget cycle which is FY 2017 & FY 2018.

² A supplemental document to the EIR titled “Supplemental Service Variants for the Transit Effectiveness Project EIR” evaluated the environmental impacts of the 12% proposed service increase.

Change in Proposed Service Levels – Original TEP Compared to Modified Proposals

Line	Daily Revenue Hours		Estimated Change in Hours
	Original TEP Proposals	Modified Proposals	
2 Clement 3 Jackson	180	230	50
6 Parnassus 71L Haight/Noriega Ltd	420	460	40
8X Bayshore Express	350	420	70
17 Parkmerced	80	80	No Change
27 Bryant	270	285	15
28/28L 19th Avenue Ltd	390	380	-10
33 Stanyan	170	185	15
35 Eureka	35	35	No Change
36 Terasita	60	60	No Change
37 Corbett	70	75	5
43 Masonic	270	270	No Change
48 Quintara/24 th Street 58 24th Street	290	305	15
56 Rutland	15	15	No Change
Total TEP Hours	10,200	10,400	200
Percent Change between Today and Original TEP Proposal			10%
Percent Change between Today and Modified TEP Proposal			12%

TITLE VI

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color or national origin in programs and activities receiving Federal financial assistance. In accordance with Title VI and FTA requirements, SFMTA performed a Title VI analysis for all proposed TEP service changes meeting the SFMTA’s definition of a Major Service Change as required by the Federal Transit Administration’s (FTA) Circular 4702.1B, "Title VI and Title VI-Dependent Guidelines." Service changes were evaluated to determine if the proposed changes had a disparate impact on minority populations or a disproportionate burden on low-income populations. The full Title VI analysis is provided as Appendix E. Pursuant to FTA requirements, the SFMTA Board is required to approve the Title VI analysis as part of this calendar item.

Title VI Analysis Results

Service Frequency Increases: Service frequency increases are proposed on 41 out of Muni's 75 transit lines. Based on customer survey data, 58% of the Muni customers who will benefit from the proposed service frequency increase self-identify as a minority and 51% stated that they live in low income households. This matches the Muni average systemwide average for minority customers of 58% and the systemwide average for low-income customers at 51%. As a result, no disparate impact or disproportionate burden is found on the proposed service increases to minority and low-income customers.

Service Frequency Decreases: Service frequency decreases are proposed on only four Muni lines. Based on customer survey data, 49% of the Muni customers impacted by these decreases self-identified as a minority and 42% reported living in low-income households. The impacted lines are less minority and higher income than the system as a whole and as a result, no disparate impact or disproportionate burden is found on the proposed service frequency decreases.

Route Segment Additions: Because the collected customer survey data was not statistically valid on a route segment level, U.S. Census data was used to analyze route segment changes. Based on U.S. Census data, 58% of San Francisco residents self-identify as minority and 31% live in low-income households. Analyzing the route segment additions, 63% of the population benefiting from route additions/extensions identifies as a minority and 29% identify as living in a low-income household. As a result, the proposed route additions/extensions provide a higher benefit to minority populations than the Citywide minority average of 58% and a slightly lower benefit to low-income populations than the Citywide low income household average but still within the SFMTA Board's adopted disproportionate burden threshold of 8%. As a result, no disparate impact or disproportionate burden is found.

Route Segment Eliminations: Based on the analysis of U.S. Census data, 54% of the population impacted by the proposed route segment eliminations self-identified as a minority and 27% identify as living in a low-income household. As a result, fewer minority residents are impacted by the route segment eliminations than the Citywide average and fewer low income households are impacted than the citywide average and no disparate impact or disproportionate burden is found.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

It is anticipated that the San Francisco Planning Commission will certify the FEIR for the Transit Effectiveness Project on March 27, 2014. If the Planning Commission certifies the FEIR on March 27th, the SFMTA may consider a resolution that would approve all or portions of the TEP proposals and, in doing so, would adopt findings and a mitigation monitoring and reporting program (MMRP) under the California Environmental Quality Act on March 28th. The FEIR for the TEP analyzed the proposed transit service changes, which include Municipal Railway route additions, realignments, and modifications/eliminations, as well as service frequency modifications.

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

RECOMMENDATION

Staff recommends approval of the proposed service and route changes as part of the Transit Effectiveness Project including frequency increases and decreases, new routes, expanded limited-stop service, realigned transit routes (including in some cases eliminating segments of service), a route elimination, and expanded hours of operation as detailed in Appendices A and B below.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The Strategic Plan requires that the SFMTA, in the context of the Transit First policy, make transit and other non-personal vehicle-oriented transportation modes the preferred means of travel; and

WHEREAS, The Transit Effectiveness Project (TEP) is a major SFMTA initiative to improve Muni and help meet the Strategic Plan's mode shift goals; and

WHEREAS, The TEP used extensive data analysis and community feedback for the purpose of identifying ways to deliver better serve to existing customers and attract new customers, and improve system efficiency. Proposals of the TEP focus on improving reliability, enhancing safety, reducing delays, reducing crowding and making San Francisco travel more convenient; and

WHEREAS, The SFMTA is proposing up to a 10% service increase over the next two year budget cycle, as well as route additions, realignments, and modifications/eliminations; and

WHEREAS, Pursuant to Charter Section 16.112, advertisements were placed in the City's official newspaper starting March 25, 2014, for four days to provide notice that the SFMTA Board of Directors would hold a public hearing on March 28, 2014, to consider the proposed TEP service changes; and

WHEREAS, To reach customers with Limited English Proficiency, information about the hearing was posted on the SFMTA Website in nine languages and multilingual (English, Spanish and Chinese) announcements were posted on the bus stops that would be most affected by the changes; and

WHEREAS, Title VI of the Civil Rights Act of 1964 applies to programs and services receiving federal funding and prohibits discrimination based on race, color, or national origin from federally funded programs such as transit and in order to remain compliant with Title VI requirements and ensure continued federal funding, the SFMTA must analyze the impacts of TEP service and route change proposals on minority and low income populations in accordance with SFMTA's Board of Director's approved Title VI policies including the Major Service Change, Disparate Impact, and Disproportionate Burden Policies in response to the FTA's updated Circular 4702.1B; and

WHEREAS, The SFMTA prepared a comprehensive Title VI analysis of the impacts of the proposed TEP service and route changes on low-income and minority communities in San Francisco and has determined that there is no disparate impact to minority populations or disproportionate burden to low-income populations; and,

WHEREAS, These projects, along with other proposed improvements, were analyzed in the Transit Effectiveness Project Final Environmental Impact Report (FEIR) certified by the San Francisco Planning Commission in Motion No. _____ on March 27, 2014; and,

WHEREAS, The actions contemplated herein rely on said FEIR, and information pertaining to the FEIR and its certification are set forth in a SFMTA companion Resolution No 14- ____, which is on file with the Secretary to the SFMTA Board of Directors and are incorporated herein by reference; and,

WHEREAS, As part of companion Resolution No 14-____, the SFMTA Board of Directors adopted approval findings under the California Environmental Quality Act (CEQA), the CEQA Guidelines, and Chapter 31 of the Administrative Code (CEQA Findings), which Resolution is on file with the Secretary to the SFMTA Board of Directors and is incorporated herein by reference as though fully set forth; and,

WHEREAS, The SFMTA Board relies on the CEQA Findings to support the actions set forth within this Resolutions and incorporates them by reference as though fully set forth herein; and,

WHEREAS, Between January and March 2014, SFMTA conducted numerous community meetings, community workshops, and public hearings to discuss the proposed service changes and ensure that customers and residents are aware of the service change proposals, to gather input on proposed changes to inform SFMTA Board approval, to convey how the proposed changes will provide better service for the entire City while minimizing customer disruption for specific lines, and to provide information on complimentary services; and

WHEREAS, The meetings, workshops, and public hearings were announced on multilingual flyers distributed in affected neighborhoods, notices posted at transit stops, TEP web pages, blast emails to TEP email update subscribers, and notices in both English and foreign language media publications; and

WHEREAS, In response to this feedback, SFMTA revised and/or withdrew a portion of proposed service changes; and

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

RESOLVED, That the SFMTA Board approves the comprehensive Title VI analysis of the impacts of the proposed TEP service and route changes on low-income and minority communities in San Francisco which determined that there is no disparate impact to minority populations or disproportionate burden to low-income populations which is attached as Appendix E; and be it further

RESOLVED, That the SFMTA Board of Directors authorizes the Director of Transportation to implement the service changes summarized in Appendices A and B; and be it further

RESOLVED, That the SFMTA Board of Directors adopts the Mitigation Monitoring and Reporting Program (MMRP), attached to this Resolution as Appendix G and incorporated herein by reference.

RESOLVED, That the Director of Transportation is authorized to make such further adjustments to transit services indicated above as may be necessary or desirable except to the extent that such adjustments require review by the Board of Supervisors pursuant to Section 8A.108 of the San Francisco Charter, constitute a Major Service Change as defined by the SFMTA's Major Service Change policy, or constitute a significant change in the operating schedule or route of a MUNI line.

I certify that the foregoing resolution was adopted by the Municipal Transportation Agency Board of Directors at their meeting of March 28, 2014.

Secretary, Municipal Transportation Agency
Board of Directors

Appendix A

Summary of Route Additions, Realignment, and Modifications/Eliminations

The following table includes Muni route additions, realignments, and modifications/eliminations. SFMTA recommends these proposals, which have been reviewed by community members and, in some cases, modified based on community input, as being effective and feasible Muni improvement strategies that are consistent with the SFMTA Strategic Plan’s transportation mode shift goals. All modifications are dependent on funding and resource availability.

ROUTE	TYPE OF PROPOSAL	PROPOSAL DETAILS
E Embarcadero	Route Addition	<ul style="list-style-type: none"> • A new historic streetcar line will be establish to connect Fisherman’s Wharf and the northeast waterfront to AT&T Park and the Caltrain Station. • The line will operate on Jones Street between Jefferson and Beach Streets, Jefferson Street between Jones and Embarcadero, Beach Street between Jones Street and Embarcadero, Embarcadero from Jefferson to King Street, and King Street from Embarcadero to 4th Street. • Initially, beginning in the summer of 2015, the E Embarcadero will provide service on weekends only between 11am and 7pm with 15 minute headways. In the spring of 2016, full, everyday E Embarcadero service will be introduced.
1BX California “B” Express	Route Realignment	<ul style="list-style-type: none"> • For the 1BX route, no stops will be eliminated, but the route alignment will change. Where the inbound (eastbound) route currently turns south on Fillmore Street, the proposed route will continue on California Street and turn south on Gough Street to Bush Street. The route segment that extends south on Fillmore Street and east on Bush Street to Gough Street will be discontinued.
2 Clement	Route Realignment	<ul style="list-style-type: none"> • The 2 Clement Service will use existing overhead wires for trolley coach service on the entire route. Instead of operating on Clement Street from Arguello Boulevard to the terminal at Clement Street and 14th Avenue, the full (long) route will continue on California Street to Eighth Avenue, Eighth

ROUTE	TYPE OF PROPOSAL	PROPOSAL DETAILS
		<p>Avenue south to Clement Street, Clement Street east to Sixth Avenue, then north on Sixth Avenue back to California Street (forming a terminal loop). This service will include a terminal loop at Sansome Street in the Downtown area.</p> <p>2 Clement service will be discontinued on Clement Street between Arguello Boulevard and 6th Avenue and between 8th and 15th Avenues, on 14th Avenue and 15th Avenue between Clement Street and Geary Boulevard, and on Arguello Boulevard between California Street and Clement Street.</p> <ul style="list-style-type: none"> • Supplemental trolley coach service will be added between Downtown (Sansome/Market streets) and Presidio Avenue to improve current transit frequencies on Sutter and Post streets due to the reduced 3 Jackson service on this segment. This “short-line” route will follow the 2 Clement alignment to California Street and Presidio Avenue, where it will turn back using the 3 Jackson’s terminal loop.
5/5L Fulton	Route Realignment	<ul style="list-style-type: none"> • New Limited Service route, which is currently operating as a pilot project, will become permanent and make local stops west of Eighth Avenue, limited stops between Eighth Avenue and Market Street, and resume local stops on Market Street to the Transbay Terminal. • 5L Fulton Limited will be permanently supplemented by the 5 Fulton short-line, which is currently operating as a part of the 5L pilot project, with local service from Eighth Avenue to Downtown. Working together, the 5/5L will serve all local stops from Ocean Beach to Downtown; customers who want to travel from a local stop west of Eighth Avenue to a local stop between Eighth Avenue and Market Street will need to transfer from the 5L Fulton Limited to the 5 Fulton Short-line route. • In order to maintain Route 5/5L as an electric trolley coach service in the future, bypass wires are

ROUTE	TYPE OF PROPOSAL	PROPOSAL DETAILS
		proposed for installation under a capital program to allow limited-stop trolley coaches to pass local trolley coaches between Eighth Avenue and Market Street.
8X-Bayshore Express	Route Realignment	<ul style="list-style-type: none"> • Every other 8X trip will terminate at Columbus and Broadway. The Segment north of Broadway will be served by every other 8X trip, as well as by the new 11 Downtown Connector. Route 11 Downtown Connector will provide supplemental service on Powell Street and Columbus Avenue.
10-Townsend	Route Realignment	<ul style="list-style-type: none"> • 10 Townsend will be renamed the 10 Sansome, because service will be rerouted off of Townsend Street. • Service will operate on new segments on Sansome Street from Broadway to Washington Street, 4th Street between Townsend and Long Bridge Street, Long Bridge Street between 4th Street and Mission Bay Boulevard, Mission Bay Boulevard between Long Bridge Street and Owens Street, Owens Street between Mission Bay Boulevard and 7th Street, 7th Street between Owens Street and Irwin Street, Irwin Street between 7th Street and 16th Street, 16th Street between Irwin Street and Connecticut Street, Connecticut Street between 16th and 17th Streets, Potrero Avenue and Hampshire Streets between 24th and 25th Streets, 24th and 25th Streets between Potrero Avenue and Hampshire Street. • Proposed eliminated segments will be on Townsend Street between 4th and 8th streets, Division Street between Rhode Island and Henry Adams Streets, Rhode Island Street between Division and 17th Street, 16th Street between De Haro and Rhode Island Streets, De Haro Street between 16th and 17th Streets, 17th Street between Rhode Island and Connecticut Streets, Utah Street between 23rd and 24th Streets, and 24th Street between Utah Street and Potrero Avenue. The segment on Townsend Street between Fourth and Eighth Streets will be served by the rerouted 47 Van Ness route.

ROUTE	TYPE OF PROPOSAL	PROPOSAL DETAILS
		<ul style="list-style-type: none"> • The northern terminal will continue to be located on Jackson Street between Fillmore and Steiner streets. On the weekends and evenings, all trips will continue to terminate at Van Ness Avenue, but will use a slightly different route. From Jackson Street the route will continue right on Franklin Street and right on Pacific Avenue. The one block segment on Van Ness Avenue between Jackson Street and Pacific Avenue may be eliminated to reduce conflicts with the proposed Van Ness BRT Project. This will be addressed as part of the Van Ness BRT study. • Southern terminal will be located on Hampshire Street adjacent to James Rolph Jr. Playground.
11-Downtown Connector	Route Addition	<ul style="list-style-type: none"> • New 11 Downtown Connector will provide connections between the Mission, SoMa, Market Street, the Montgomery BART Station, North Beach, the Financial District, and the northern waterfront • The new route will operate on Van Ness Avenue and Polk Street between Bay and North Point Streets, Bay and North Point Streets between Polk Street and Van Ness Avenue, North Point Street between Polk Street and Powell Street, Powell Street between North Point Street and Columbus Avenue, Columbus Avenue between Powell Street and Washington Street, Washington and Clay Streets between Sansome and Montgomery Streets, Montgomery Street between Columbus Avenue and Clay Street, Sansome Street between Washington and Market Streets, Market Street between Sansome Street and Second Street, Second Street between Market Street and Harrison Street, Folsom and Harrison Streets between Second and 11th Streets, 11th Street between Harrison and Folsom Streets, Folsom Street between 11th Street and Cesar Chavez Street, Cesar Chavez Street between Folsom and Valencia Streets, Valencia Street between Cesar Chavez and 24th Streets, 24th Street between Valencia Street and South Van Ness Avenue, 25th Street between Mission Street and South Van Ness

ROUTE	TYPE OF PROPOSAL	PROPOSAL DETAILS
		<p>Avenue, and South Van Ness Avenue and Mission Street between 24th and 25th Streets.</p> <ul style="list-style-type: none"> • The southern terminal will be located at the current 12 terminal on 24th Street. • The northern terminal will be located on Van Ness Avenue between Bay and North Point streets.
12-Folsom/Pacific	Route Elimination	<ul style="list-style-type: none"> • The 12-Folsom/Pacific route will be eliminated in its entirety. All segments of the 12 will be served by other transit routes.
16X-Noriega Express	Route Realignment	<ul style="list-style-type: none"> • Route will be extended to Market and Spear streets in the Financial District (currently terminates at Fourth Street). • The route will extend on Market Street from 4th Street to Spear Street, Spear Street between Market and Mission Streets, Mission Street between Spear and Main Streets, and Main Street between Market and Mission Streets.
17-Parkmerced	Route Realignment	<ul style="list-style-type: none"> • Route will replace existing Route 18 46th Avenue segment around Lake Merced via John Muir Drive and Skyline Boulevard, and a portion of Lake Merced Boulevard. The bus will terminate near Lakeshore Plaza on the south side of Sloat Boulevard at Everglade Drive. • The service will operate on new segments on Sloat Boulevard between Everglade Drive and Skyline Boulevard, Skyline Boulevard between Sloat Boulevard and John Muir Drive, Herbst Road, John Muir Drive between Skyline Boulevard and Lake Merced Boulevard, Lake Merced Boulevard between John Muir Drive and Brotherhood Way and between Font Boulevard and Winston Drive, Junipero Serra Boulevard between Brotherhood Way and Daly City BART, Chumasero Drive between Brotherhood Way and Font Boulevard, Font Boulevard between Chumasero Drive and Lake Merced Boulevard, and Winston Drive between Lake Merced Boulevard and Buckingham Way.

ROUTE	TYPE OF PROPOSAL	PROPOSAL DETAILS
		<ul style="list-style-type: none"> • Service will be discontinued on the 17 Parkmerced on Arballo Drive between Font Boulevard and Garces Drive, Garces Drive between Arballo Drive and Gonzalez Drive, Gonzalez Drive between Garces Drive and Crespi Drive, Cambon Avenue between Font Boulevard and Cardenas Avenue, Cardenas Avenue between Gonzalez Drive and Cambon Avenue, 19th Avenue between Crespi Drive and Winston Drive, and Winston Drive between 19th Avenue and Buckingham Drive.
18-46 th Avenue	Route Realignment	<ul style="list-style-type: none"> • Proposed alignment will operate on a more direct route between the San Francisco Zoo and Stonestown Galleria shopping center. Service will be added along Sloat Boulevard between Skyline and Sunset Boulevards, Sunset Boulevard between Sloat and Lake Merced Boulevards, and Lake Merced Boulevard between Sunset Boulevard and Winston Drive. • Service will be discontinued on Skyline Boulevard between Sloat Boulevard and John Muir Drive, Herbst Road, John Muir Drive between Skyline Boulevard and Lake Merced Boulevard, Lake Merced Boulevard between John Muir Drive and Winston Drive. Service around Lake Merced will be picked up by the modified 17 Parkmerced line described above.
22-Fillmore	Route Realignment	<ul style="list-style-type: none"> • Line will be rerouted to continue along 16th Street to Third Street, creating new connections to Mission Bay from the Mission District. • The proposed route change will add transit to 16th Street between Kansas and Third streets, Third Street between Mission Bay Boulevard North and 16th Street, Mission Bay Boulevard North and South between Fourth and Third streets, Fourth Street between Mission Bay Boulevard North and South. • Service will be discontinued on 17th Street between Kansas and Connecticut Streets, Connecticut Street between 17th and 18th Streets, 18th Street between Connecticut and Third Streets, Tennessee and Third Streets between 18th and 20th Streets, and 20th Street

ROUTE	TYPE OF PROPOSAL	PROPOSAL DETAILS
		between Third and Tennessee Streets.
28-19 th Avenue	Route Realignment	<ul style="list-style-type: none"> • The 28 19th Avenue will continue eastward on Lombard Street and serve a new northern terminal at Van Ness Avenue and North Point Street. Service to Fort Mason will be provided by Route 43 Masonic. New service will operate on Lombard Street between Laguna Street and Van Ness Avenue and Van Ness Avenue between North Point and Lombard Streets. • Service will be discontinued on Laguna Street between Lombard and Beach Streets, Beach and Bay Streets between Laguna and Buchanan Streets, and Buchanan Street between Bay and Beach Streets.
28L-19 th Avenue Limited	Route Realignment	<ul style="list-style-type: none"> • Proposed alignment will provide all-day rapid, very limited-stop cross-town service, increasing access to San Francisco State University and CCSF from Park Presidio/California Street and will provide better connections between the Richmond, Sunset, and Excelsior neighborhoods. Route will be extended to Mission Street/Geneva Avenue via I-280. (Note: Golden Gate Bridge Toll Plaza will not be served by this route.) Extended service will operate on Brotherhood Way between Junipero Serra Boulevard and Alemany Boulevard, Alemany Boulevard between Brotherhood Way and Interstate 280, Geneva Avenue between Interstate 280 and Mission Street, Mission Street and Alemany Boulevard between Niagara and Geneva Avenues, and Niagara Avenue between Alemany Boulevard and Mission Street. • The 28L 19th Avenue Limited will serve a new northern terminal tentatively planned for Funston Street between California and Lake streets. New 28L service will be provided on Lake and California Streets between Park Presidio Boulevard and Funston Streets and Funston Street between California and Lake Streets. • Service east of Park Presidio Boulevard and north of Lake Street will be discontinued and service to

ROUTE	TYPE OF PROPOSAL	PROPOSAL DETAILS
		<p>Daly City BART via Junipero Serra Boulevard will be discontinued on the 28L. The 28 line will continue to serve Daly City BART.</p>
29-Sunset	Route Realignment	<ul style="list-style-type: none"> • Proposed route will provide a more direct route on Ocean Avenue to Balboa Park BART Station (instead of current route on Mission Street and Geneva Avenue). • Route will extend on Ocean Avenue between Persia and Phelan Avenues. • Service will be eliminated on Mission Street between Persia and Geneva Avenues, Geneva Avenue between Mission Street and Ocean Avenue, Fitzgerald Avenue between Third and Hawes Street, and Third and Hawes Streets between Fitzgerald and Gilman Avenues.
33-Stanyan	Route Realignment	<ul style="list-style-type: none"> • Service will be routed to Dogpatch in order to provide service coverage to area eliminated on 22 Fillmore under the Mission Bay reroute proposal. • Service will be extended on 16th Street between Potrero Avenue and Connecticut Street, Connecticut Street between 17th and 18th Streets, 18th Street between Connecticut and Third Streets, Tennessee and Third Streets between 18th and 20th Streets, and 20th Street between Third and Tennessee Streets. • Service will be rerouted onto either Valencia Street between 16th and 18th streets (new street segment) or Guerrero Street between 16th and 18th streets (new street segment) to alleviate transit congestion on Mission Street and provide better connections with the 22 Fillmore. Further outreach will determine final alignment. • Service will be discontinued on 18th Street between Valencia and Mission Streets, Mission Street between 16th and 18th Streets, Potrero Avenue between 16th Street and Cesar Chavez Street, 24th and Cesar Chavez Streets between Hampshire Street

ROUTE	TYPE OF PROPOSAL	PROPOSAL DETAILS
		and Potrero Avenue, and Hampshire Street between 24 th and Cesar Chavez Streets. Potrero Avenue customers will use Route 9 San Bruno/9L San Bruno Limited.
35-Eureka	Route Realignment	<ul style="list-style-type: none"> • The 35-Eureka will be extended to Glen Park BART and into a portion of Noe Valley. Service will be added on 21st Street between Eureka Street and Grandview Avenue, Hoffman Avenue between Grandview Avenue and 24th Street, Douglass Street between 21st and 24th Streets, 24th Street between Hoffman Avenue and Diamond Street, Miguel Street between Bemis and Chenery Streets, Chenery Street between Miguel and Diamond Streets, Diamond Street between Chenery and Bosworth Streets, Bosworth Street between Diamond and Arlington Streets, Arlington Street between Bosworth and Wilder Streets, and Wilder Street between Arlington and Diamond Streets. • Service will be discontinued on Eureka Street between 21st Street and 23rd Street, 23rd Street between Eureka and Diamond Streets, and Diamond Street between 23rd and 24th Streets.
43-Masonic	Route Realignment	<ul style="list-style-type: none"> • Proposed alignment will extend from Chestnut/Fillmore streets to Fort Mason (Marina Boulevard/Laguna Street), replacing the existing Route 28 19th Avenue/28L 19th Avenue Limited terminal with new service on Lombard Street between Webster and Laguna Streets, Laguna Street between Lombard and Beach Streets, Beach and Bay Streets between Laguna and Buchanan Streets, and Buchanan Street between Bay and Beach Streets. • Service in the Presidio will be modified to serve the Presidio Transit Center via Lincoln Boulevard between Letterman Drive and Graham Street, Graham Street between Lincoln Boulevard and French Court, French Court between Graham and Hallack Streets, and Hallack Street between French Court and Lincoln Boulevard. • Service will be discontinued on Webster and Fillmore Streets between Chestnut and Lombard

ROUTE	TYPE OF PROPOSAL	PROPOSAL DETAILS
		Streets and on Chestnut Street between Webster and Fillmore Streets.
47-Van Ness	Route Realignment	<ul style="list-style-type: none"> • Route will terminate at Van Ness Avenue and North Point Street and will share a terminal with the 49L Van Ness-Mission Limited. A common terminal for both routes serving Van Ness Avenue will improve reliability by allowing line management from a single point; North Point segment will be covered by new Route 11 Downtown Connector. • Northern street segments that will be eliminated include North Point Street between Van Ness Avenue and Powell Street, Beach Street between Mason and Powell Streets, and Mason and Powell Streets between Beach and North Point Streets. • Southeast of 11th Street, route will operate along Division and Townsend streets, instead of Bryant and Harrison streets, to provide faster connection to Caltrain and better connections to the commercial and residential centers along Division Street. Service will be added to Division Street between 11th Street and Townsend Street and on Townsend Street between Division and 5th Streets. • Service will be eliminated on the southern portion of the route on Harrison Street between 5th and 11th Streets, Bryant Street between 4th and 11th Streets, 5th Street between Harrison and Townsend Streets, and 4th Street between Bryant and Townsend Streets. • Proposed route change will coordinate with proposed Van Ness BRT project.
48-Quintara/24 th Street	Route Realignment	<ul style="list-style-type: none"> • Service will be rerouted to provide more direct routing from Portola Drive to 24th Street via Clipper and Douglass streets. New service will be added to Clipper Street between Portola Drive and Douglass Street and Douglass Street between Clipper and 24th Streets. • Service will be eliminated on Grandview Avenue,

ROUTE	TYPE OF PROPOSAL	PROPOSAL DETAILS
		<p>21st Street, Hoffman Avenue, Fountain Street, 24th Street between Fountain Street and Douglass Street, Douglass Street between 21st and 24th Streets, and 25th Street between Hoffman Avenue and Fountain Street. Service on Grandview Avenue and Douglass Street will be picked up by a future 58 line.</p> <ul style="list-style-type: none"> • The part-time terminal on the Lower Great Highway nearside at Rivera Street will become an all-day terminal and service will be extended to the beach all day.
52-Excelsior	Route Realignment	<ul style="list-style-type: none"> • Route will be extended from the Excelsior District to Balboa Park Station and CCSF via Naples Street and Geneva Avenue and provide two connections to BART. • New service will be added on Naples Street between Brazil and Geneva Avenues and Geneva Avenue between Naples Street and the Phelan Loop transit center. • Service will be eliminated on Brazil Avenue between Mission Street and La Grande Avenue, Mission Street between Excelsior and Brazil Avenues, Prague and Dublin Streets between Persia and Brazil Avenues, and Persia Avenue between Prague and Dublin Streets.
76X-Marin Headlands Express	Route Realignment	<ul style="list-style-type: none"> • Route segment south of Market Street to Caltrain Station will be permanently discontinued (currently operating in this alignment as a pilot project). • Northern segment of the outbound route will be permanently extended to serve the Point Bonita lighthouse via Field Road and Battery Alexander; • The terminal loop will remain at the existing terminal location at Fort Cronkhite.

Appendix B

Detailed Summary of Service Frequency and Hours of Operation Modifications

**All service changes identified below are dependent on funding, resource availability, and customer demand. SFMTA intends to implement these changes gradually as demand arises and resources become available.*

Lines not listed below do not have any proposed frequency or start/end time changes	Proposed Start Times	Existing AM Frequency (min)	Proposed AM Frequency (min)	Existing Midday Frequency (min)	Proposed Midday Frequency (min)	Existing PM Frequency (min)	Proposed PM Frequency (min)	Proposed Evening Frequency (min)	Owl Frequency (min)	Existing Last Trip End Time
1 California	Same	7	7	5	5	7	6	No Change	--	No Change
2 Clement	Same	12	7.5	20	10	12	7.5	20	--	8:46 PM
3 Jackson	Same	12	15	20	30	12	15	No Change	--	12:06 AM
5 Fulton	Same	4	3	8	0	4.5	3.5	12	No Change	No Change
6 Parnassus	Same	10	12	12	15	10	12	No Change	--	No Change
8AX Bayshore 'A' Express	Same	7.5	6	--	--	7.5	7	No Change	--	No Change
8BX Bayshore 'B' Express	Same	8	6	--	--	7.5	7	No Change	--	No Change
8X Bayshore Express	Same	--	--	9	7.5	--	--	8	--	No Change
9 San Bruno	Same	12	10	12	12	12	10	No Change	--	No Change
9L San Bruno Limited	Same	12	10	12	12	12	10	No Change	--	No Change
10 Townsend	Same	20	6	20	10	20	6	20	--	8:45 PM
11 Downtown Connector	6:00 AM	--	15	--	15	--	15	15	--	--
14L Mission Limited	Same	9	7.5	9	9	9	7.5	15	--	No Change
14X Mission Express	Same	8	7.5	0	0	10	7.5	No Change	--	No Change
17 Parkmerced	Same	30	20	30	20	30	15	20	--	No Change
21 Hayes	Same	9	8	12	12	10	9	No Change	--	No Change
22 Fillmore	Same	9	6	10	7.5	8	8	No Change	No Change	No Change
24 Divisadero	Same	10	9	10	10	10	9	No Change	No Change	No Change
28 19th Avenue	Same	10	9	12	9	10	9	15	--	No Change

Lines not listed below do not have any proposed frequency or start/end time changes	Proposed Start Times	Existing AM Frequency (min)	Proposed AM Frequency (min)	Existing Midday Frequency (min)	Proposed Midday Frequency (min)	Existing PM Frequency (min)	Proposed PM Frequency (min)	Proposed Evening Frequency (min)	Owl Frequency (min)	Existing Last Trip End Time
28L 19th Avenue Limited	Same	10	9	12	9	0	9	No Change	--	No Change
29 Sunset	Same	9	8	15	15	10	10	15	--	No Change
30 Stockton	Same	4	3.5	4	4	4	4	12	--	No Change
30X Marina Express	Same	4.5	4	--	--	7.5	7	No Change	--	No Change
31 Balboa	Same	12	12	15	15	14	12	No Change	--	No Change
33 Stanyan	Same	15	12	15	12	15	12	No Change	--	No Change
35 Eureka	Same	30	20	30	20	20	20	No Change	--	No Change
37 Corbett	Same	15	15	20	20	20	15	No Change	--	No Change
38 Geary	Same	6.5	6	8	7.5	6.5	6	No Change	No Change	No Change
38L Geary Limited	Same	5.5	5	5.5	5	5.5	5	10	--	No Change
41 Union	Same	8	7	--	--	8	7	No Change	--	No Change
43 Masonic	Same	10	8	12	12	12	10	No Change	--	No Change
44 O'Shaughnessy	Same	10	7.5	12	12	9	8	15	--	No Change
47 Van Ness	Same	10	7.5	9	9	10	7.5	No Change	--	No Change
48 Quintara/24th Street	Same	12	15	15	15	12	15	No Change	--	No Change
52 Excelsior	Same	20	20	30	20	20	20	No Change	--	No Change
54 Felton	Same	20	15	20	20	20	15	20	--	No Change
71 Haight/Noriega	Same	10	7.5	12	8.5	10	7.5	20	--	No Change
71L Haight/Noriega Limited	Same	10	7.5	12	8	10	7.5	No Change	--	No Change
F Market & Wharves	Same	6.5	7.5	5	6	6	5	No Change	--	No Change
J Church	Same	9.5	8	10	10	9	9	No Change	--	No Change
K Ingleside	Same	9	8	10	10	9	8	No Change	--	No Change
L Taraval	Same	8	7.5	10	10	7.5	7.5	No Change	No Change	No Change
M Oceanview	Same	9	8.5	10	10	9	8.5	No Change	--	No Change
N Judah	Same	7	5.5	10	10	7	6	No Change	No Change	No Change
T Third Street	Same	9	8	10	10	9	8	No Change	--	No Change