

THIS PRINT COVERS CALENDAR ITEM NO. : 7

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

DIVISION: External Affairs Division

BRIEF DESCRIPTION:

Progress Report on the 2008-2012 Strategic Plan.

SUMMARY:

- On June 29, 2007, the 2008-2012 Strategic Plan was adopted by the San Francisco Municipal Transportation Agency (SFMTA) Board.
- Key implementation activities completed in recent months include approval of the SFMTA Communications Plan, distribution of the Strategic Plan to external and internal stakeholders, internal collaboration on Strategic Plan driven performance measures for upcoming fiscal years, and the Executive Team's ongoing meetings to review Strategic Plan goals and establish top capital priorities for FY09 and FY10.
- Current and future efforts include identifying and prioritizing initiatives for the upcoming budget cycle, integrating performance measures into quarterly Service Standards reporting, ensuring all business units and staff are aligned with the Plan, and revisiting/revising the Plan to reflect the responsibilities and priorities of the organization on an as ongoing basis.

APPROVALS:

DATE

DEPUTY OF DIVISION
PREPARING ITEM

FINANCE DIRECTOR

EXECUTIVE DIRECTOR

SECRETARY

ASSIGNED MTAB CALENDAR DATE: _____

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EXPLANATION:

On June 29, 2007, the 2008-2012 Strategic Plan was adopted by the San Francisco Municipal Transportation Agency (SFMTA) Board.

The key components of the Strategic Plan are as follows:

Vision

“Providing timely, convenient, safe and environmentally friendly transportation alternatives...SFMTA enhances the quality of life in San Francisco”

Mission

The SFMTA, comprised of the Municipal Railway, Department of Parking and Traffic and the Parking Authority, is responsible for all modes of transportation within the City and County of San Francisco including public transit, pedestrian planning, accessibility, and parking and traffic management.

Goals

Goal 1: Customer Focus

To provide safe, accessible, clean, environmentally sustainable service and encourage the use of auto-alternative modes through the Transit First Policy

Goal 2: System Performance

To get customers where they want to go, when they want to be there

Goal 3: External Affairs/Community Relations

To improve the customer experience, community value, and enhance the image of the SFMTA, as well as ensure SFMTA is a leader in the industry

Goal 4: Financial Capacity

To ensure financial stability and effective resource utilization

Goal 5: SFMTA Workforce

To provide a flexible, supportive work environment and develop a workforce that takes pride and ownership of the agency's mission and vision and leads the agency into an evolving, technology-driven future

Goal 6: Information Technology

To improve service and efficiency, the SFMTA must leverage technology

Key implementation activities completed in recent months include approval of the SFMTA Communications Plan, distribution of the Strategic Plan to external and internal stakeholders, internal collaboration on Strategic Plan driven performance measures for upcoming fiscal years, and

the Executive Team's ongoing meetings to review Strategic Plan goals and establish priorities for FY09 and FY10.

Current and future efforts include identifying and prioritizing initiatives for the upcoming budget cycle, integrating performance measures into quarterly Service Standards reporting, ensuring all business units and staff are aligned with the Plan, and revisiting/revising the Plan to reflect the responsibilities and priorities of the organization on an ongoing basis (i.e., on a fiscal year basis or when the agency's responsibilities change).

THIS PRINT COVERS CALENDAR ITEM NO. : 8

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

DIVISION: Finance and Administration

BRIEF DESCRIPTION:

On November 6, 2007, the voters approved Proposition A which affects SFMTA's mandate and the way the organization operates. The presentation will address the provisions of Proposition A, the lead division responsible for implementing and overseeing each of the provisions, whether or not any legislative and legal steps are required for each item and which of the provisions require the Board's active involvement.

SUMMARY:

The November 2007 Charter Amendment or Proposition A includes the following changes:

- Requires the SFMTA to comply with the city's "climate action plan" to reduce greenhouse gas emissions from San Francisco's transportation sector;
- Enhances the SFMTA's role in transportation (not just transit) management related to oversight of bicycles, taxis, pedestrians and street management in addition to public transit and automobile management;
- Moves the authority to set fares, fines and fees from the Board of Supervisors to the SFMTA Board;
- Moves the authority for service changes including bus stops placements and signal placements, from the Board of Supervisors to the SFMTA Board;
- Authorizes the SFMTA to issue debt directly;
- Increases the parking tax allocation from 40 percent to 80 percent;
- Allows the SFMTA to keep 100 percent of all increases in parking fees, fines, and taxes that currently is required to be shared by the City's General Fund;
- Allows the SFMTA to hire exempt managers up to 2.5 percent of its workforce;
- Changes the salary cap for operators to a salary floor;
- Gives the MTA the ability to establish traffic and parking regulations;
- Requires the SFMTA to assume all the labor and hiring practices previously held by the City;
- Changes the budget due date from March 1st to May 1st and requires the preparation and approval of a 2-year budget; and
- Allows the SFMTA to move funds within its budget as long as SFMTA manages within the limits of the approved budget

ENCLOSURES:

1. Detailed Proposition A Provisions

APPROVALS:

DIRECTOR OF DIVISION

DATE

PREPARING ITEM _____

FINANCE _____

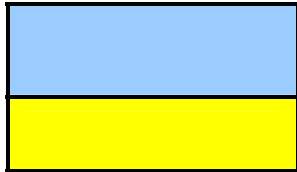
EXECUTIVE DIRECTOR/CEO _____

SECRETARY _____

ASSIGNED MTAB CALENDAR DATE: _____

PROPOSITION A - CHANGES FROM PROPOSITION E

SFMTA BOARD WORKSHOP, JANUARY 29, 2008



Clarification - Clarification of Language or Clarifying Existing Practice

New - New Requirement

	Provision	Section	Explanation	Effective Date	SFMTA Board Action	BOS Action	SFMTA Staff
1	New - Requires SFMTA to develop clear, meaningful and quantifiable measures of its performance and goals and to regularly publicize these standards	8A.100 - Preamble		See Section 8A.103			JOHNSON
2	New - Roads that are not gridlocked with congestion						
3	New - A safe and comprehensive network of bicycle lanes						
4	New - A safe and inviting environment for pedestrians						
5	New - A transportation sector that promotes environmental sustainability and does						

	Provision	Section	Explanation	Effective Date	SFMTA Board Action	BOS Action	SFMTA Staff
	not contribute to global warming						
6	New - A well-managed and well-coordinated transportation system that contributed to a livable urban environment						
7	New - The effective management of traffic flow and parking						
8	New - Value and protect the safety of pedestrians						
9	New - Develop and implement strategies for substantially reducing emissions						
10							
11	Clarification - Integrate taxi-related functions	8A.101-SFMTA	Assumes transfer is approved by the Board of Supervisors.	BOS Approval		X	JOHNSON

	Provision	Section	Explanation	Effective Date	SFMTA Board Action	BOS Action	SFMTA Staff
12	New - SFMTA regulations shall supercede all previously-adopted ordinances governing motor vehicles for hire		Assumes transfer is approved by the Board of Supervisors.	BOS Approval	X		
13	New - SFMTA shall have the same exclusive authority over taxi-related fares, fees, charges, budgets and personnel that it has over these matters for Muni and DPT		Assumes transfer is approved by the Board of Supervisors.	BOS Approval	X		BOSE
14							
15	New - Clarifies that SFMTA has exclusive authority to acquire property, as well as to manage, maintain, operate, etc. property already owned	8A.102- Governance, Section 1	May not transfer ownership without BOS approval. Newly defined authority over acquisition allows SFMTA to accept gifts without BOS approval.	12/11/2007			BOSE
16							

	Provision	Section	Explanation	Effective Date	SFMTA Board Action	BOS Action	SFMTA Staff
17	New - Notwithstanding any restriction on contracting authority in the Admin code, have exclusive authority to enter into agreements for the distribution of transit fare media and media for the use of parking meters or other individual parking services	8A.102- Governance, Section 4	SFMTA Board could adopt policies different from the Administrative Code requirements governing fare media agreements, e.g. allowing contracts of a certain value to be executed without SFMTA Board action.	12/11/2007			BOSE
18							
19	New - Have exclusive authority to set rates for on-street parking and fines and penalties	8A.102- Governance, Section 6	Adoption of on-street parking charges and taxi-related charges require one-time legislation to eliminate Traffic Code & Police Code provisions. Thereafter, they require only SFMTA Board action. As a general matter, other charges require only SFMTA Board	12/11/2007	X		BOSE
20							

	Provision	Section	Explanation	Effective Date	SFMTA Board Action	BOS Action	SFMTA Staff
21	New - Have exclusive authority to adopt regulations that control the flow and direction of motor vehicle, bicycle and pedestrian traffic - Have exclusive authority to adopt regulations to limit use of certain streets or traffic lanes to categories of vehicles	8A.102- Governance, Section 7	Notwithstanding any provisions of Municipal Code except DPW requirements governing excavations, street design and official grade. BOS retains authority to hear appeals regarding the temporary use or occupancy of public streets. BOS retains authority to	3/18/2008	X	X	YEE
22	New - Have exclusive authority to design, select, locate, install, operate, maintain and remove all official traffic control devices, signs, roadway features and pavement markings that control the flow of traffic		BOS may by ordinance establish procedures if they wish by which the public may seek BOS review of any decision regarding installation or removal of a stop sign or the creation or elimination of a bicycle lane. BOS has 60-days to reverse decision after re		X	X	

	Provision	Section	Explanation	Effective Date	SFMTA Board Action	BOS Action	SFMTA Staff
23			To the extent State Law requires an ordinance , the SFMTA Board approved resolution may be subject to referendum (Article 14) and if enough signatures are obtained, the BOS has the power to reconsider or repeal the action				
24							
25	New - Have exclusive authority to adopt regulations limiting parking, stopping, standing or loading subject to state law - Have exclusive authority to establish parking privileges and locations for categories of people or vehicles as provided by state law	8A.102- Governance, Section 8	BOS may by ordinance, if they wish, establish procedures by which the public may seek BOS review of any decision regarding creation or elimination of any parking meter zone, parking time periods, disability reservations. BOS has 60-days to reverse	3/18/2008	X	X	YEE

	Provision	Section	Explanation	Effective Date	SFMTA Board Action	BOS Action	SFMTA Staff
26	New -Requires the Board of Supervisors to repeal all provisions of the Traffic Code that are inconsistent with Article 8A of the Charter.		decision	3/18/2008	X	X	
27	New - Have exclusive authority to establish parking meter zones, set parking rates and to install systems and equipment for payment of parking fees			3/18/2008	X	X	YEE/BOSE
28							
29	Clarification - Have exclusive authority to establish policies and procure goods and services for the enforcement of regulations limiting parking, stopping, standing or loading and the collection of parking related revenues.	8A.102- Governance, Section 9	Consistent with current practice and was included to clarify DPT functions. SFPD also has authority to enforce parking, stopping, standing or loading regulations	ONGOING			YEE

	Provision	Section	Explanation	Effective Date	SFMTA Board Action	BOS Action	SFMTA Staff
30	Clarification - Have the authority to enforce parking, stopping, standing or loading regulations		Consistent with current practice and was included to clarify DPT functions.	ONGOING			PARRA
31							
32	Clarification - Be responsible for chairing ISCOTT or any successor body	8A.102- Governance, Section 10	Consistent with current practice and was included to clarify DPT functions.	ONGOING			YEE
33							
34	Clarification - Cooperate and assist SFPD in promotion of traffic safety	8A.102- Governance, Section 11	Consistent with current practice and was included to clarify DPT functions.	ONGOING			PARRA/YEE
35	Clarification - Study and respond to complaints related to street design, traffic control devices, roadway features and pavement markings		Consistent with current practice and was included to clarify DPT functions.				YEE

	Provision	Section	Explanation	Effective Date	SFMTA Board Action	BOS Action	SFMTA Staff
36	Clarification - Collecting, compiling and analyzing traffic data and traffic accident data and planning improvements to improve the safety of the road		Consistent with current practice and was included to clarify DPT functions.				
37	Clarification - Conduct traffic research and planning		Consistent with current practice and was included to clarify DPT functions.				
38							
39	New - Have exclusive authority to apply for, accept and expend state, federal or other public or private grant funds	8A.102- Governance, Section 12		12/11/2007	X		BOSE
40							
41	New - Have authority without voter approval to incur debt (bonds, notes, certifications, cp, leases, COP, etc)	8A.102- Governance, Section 13	Requires BOS approval once Controller certifies debt service coverage and SFMTA revenue pledge	7/1/2008	X	X	BOSE
42							

	Provision	Section	Explanation	Effective Date	SFMTA Board Action	BOS Action	SFMTA Staff
43	Clarification - The Board to provide and incentive compensation plan under which the Director's compensation is based on achievement of service standards adopted by the Board	8A.102- Governance, Section 15	Consistent with current responsibility	ONGOING	X		BOOMER
44	New - The Board is required to attend a minimum of 4 hours of training each calendar year provided by the City Attorney and the Controller regarding financial and legal responsibilities			1/1/2008	X		
45	New - The Board may adopt threshold amounts under which the Director and his or her designees may approve contracts				12/11/2007	X	
46							

	Provision	Section	Explanation	Effective Date	SFMTA Board Action	BOS Action	SFMTA Staff
47	New - By July 1st of each year, milestones must be adopted towards achievement of the service standards for each mode and for the Agency as a whole	8A.103- Service Standards and Accountability		7/1/2008	X		JOHNSON
48	New - Standards must be adopted by the Board for system reliability, system performance, staffing performance and customer service. New item added: parking and traffic functions and any other functions added to Agency's responsibilities				X		
49	New - Board to adopt rules describing methods by which performance shall be measured for each standard in accordance with industry best practices to enhance the ability to compare its performance to comparable systems				X		

	Provision	Section	Explanation	Effective Date	SFMTA Board Action	BOS Action	SFMTA Staff
50	Clarification - The Agency shall regularly publish reports documenting performance for each standard.		Consistent with current practice	ONGOING			
51	Clarification - Each performance report must note any changes in the rules governing the methods to enable performance tracking over time		Consistent with current practice	ONGOING			
52	New - Requires the Agency to issue a Climate Action Plan to the BOS and Commission on Environment by January 1, 2009 and every two years thereafter.			1/1/2009	X		ROHAN
53	New - Climate Action Plan to describe measures taken and progress made toward the goal of reducing greenhouse gas emissions from City's Transportation sector to 80% of 1990 levels by			1/1/2009			

	Provision	Section	Explanation	Effective Date	SFMTA Board Action	BOS Action	SFMTA Staff
	2012						
54	New - Climate Action Plan should address progress towards zero greenhouse gas emissions from transit vehicles			1/1/2009			
55	New - Climate Action Plan should address progress towards lowering energy consumption in facilities and non-transit vehicles			1/1/2009			
56	New - Climate Action Plan should address progress towards maximizing waste reduction in operations			1/1/2009			
57	New - Climate Action Plan should address progress towards increasing transit trips and reducing private vehicle trips in the City			1/1/2009			

	Provision	Section	Explanation	Effective Date	SFMTA Board Action	BOS Action	SFMTA Staff
58	New - Climate Action Plan should address progress towards increasing the use of bicycling and walking as alternate forms of transportation			1/1/2009			
59	New - Climate Action Plan should address progress towards improving regional transit connections to reduce private vehicle use by commuters			1/1/2009			
60	New - No later than January 1, 2010 and no less than every ten years thereafter the BOS shall adopt legislation setting new goals for periods after 2012			1/1/2010		X	
61							

	Provision	Section	Explanation	Effective Date	SFMTA Board Action	BOS Action	SFMTA Staff
62	New - Director shall establish regular meetings with labor to discuss issues within the scope of representation on terms to be determined through collective bargaining	8A.104 - Personnel and Merit System		12/11/2007			RAMBO
63	New - Eliminates requirement that Agency's resolution of allegations of discrimination be approved by DHR			12/11/2007			
64	New - Agency shall be responsible for creating and modifying bargaining units for "service-critical" classification			12/11/2007			
65	New - May create exempt managerial positions in bargaining units M and EM up to 2.75 of the total workforce		Cannot eliminate personnel holding permanent civil service managerial positions on 11/2/1999 (no change)	7/1/2008			

	Provision	Section	Explanation	Effective Date	SFMTA Board Action	BOS Action	SFMTA Staff
66	New - The Board must establish a program under which a component of the compensation paid to the Director and all exempt managers shall be based upon the achievement of service standards adopted by the Board		Narrowed from all managers to exempt managers	7/1/2008	X		
67	New - All CBA must be submitted to the BOS no later than June 15th for final adoption on or before June 30th			June 15th of Negotiation Years	X		
68	New - Before adopting any CBA, a public hearing must be scheduled no later than June 15th and adoption of the CBA cannot be earlier than 15 days after the public hearing disclosures		The "sunshine" period has been shortened from 30 days to 15 days.	June 15th of Negotiation Years	X		
69	New - For operators, Agency shall certify the average of the two highest wage schedules in comparable jurisdictions.		This derives from change to section A8.404(b).	August of each year (ongoing)			

	Provision	Section	Explanation	Effective Date	SFMTA Board Action	BOS Action	SFMTA Staff
	Operator salaries may not be less than the average						
70							
71	Clarification - Monies solely and exclusively for all divisions performing transportation-related functions	8A.105 - Transportation Fund	Technical Clarification	ONGOING			BOSE
72	Clarification - Revenues from parking meters support transit		Except for meters operated by Rec and Park and Port and required by law to be dedicated to traffic regulation and control. Moves language from 16.110 to 8A and eliminates a reference to a provision of the Traffic Code that was preempted by Prop E				

	Provision	Section	Explanation	Effective Date	SFMTA Board Action	BOS Action	SFMTA Staff
73	Clarification - Revenues from off-street parking facilities under the jurisdiction of the agency		Excluding PA facilities, Rec and Park facilities and pre 1993 debt service. Moves language from 16.110 to 8A and eliminates a reference to a provision of the Traffic Code that was preempted by Prop E				
74	Clarification - Revenues from fines, penalties, fees		Except for courthouse construction fund per Admin Code. it just moves language from 16.110 to 8A and eliminates a reference to a provision of the Traffic Code that was preempted by Prop E				

	Provision	Section	Explanation	Effective Date	SFMTA Board Action	BOS Action	SFMTA Staff
75	New - Increases from 40% to 80% the amount of general fund revenue dedicated to the SFMTA that is measured by parking tax revenues.		New revenues to the SFMTA under this provision shall be used to support implementation of the TEP or future system wide evaluations with first priority to hiring full time staff and training. Labor Management Committee (Director and a representative of e	7/1/2008			
76							
77	New - No later than May 1st of each even numbered year, budget is submitted with annual appropriation detail for each of the two next fiscal years to the Mayor	8A.106 - Budget	Requires CAC approval, form to be approved by Controller, By August 1st BOS must approve budget or reject by 7/11th vote	5/1/2008	X		BOSE

	Provision	Section	Explanation	Effective Date	SFMTA Board Action	BOS Action	SFMTA Staff
78	New - No later than May 1st of each odd numbered year, budget amendment to increase appropriations over the amount approved in 2-year budget to the BOS - additional revenues and expenditures must be in adequate appropriation detail		BOS can reject budget amendment within 30 days after submission by 7/11th vote	5/1/2009	X		
79	New - Controller may authorize movement of funds within budget and hire personnel without Controller approval so long as spending is within approved budget		Periodic submissions of budget to actual to Controller	7/1/2008			
80							
81	New - Proposed changes in fares or route abandonment must be submitted to BOS as part of the budget or budget amendment	8A.108 - Fare Changes and Route Abandonment	By August 1st BOS must approve budget or reject by 7/11th vote, BOS can reject budget amendment within 30 days after submission by 7/11th vote	5/1/2008	X		BOSE [FARES/BUDGE T]/MCDONALD [ROUTES]

	Provision	Section	Explanation	Effective Date	SFMTA Board Action	BOS Action	SFMTA Staff
82	New - Any changes in fares or routes abandonment proposed by a system study such as the TEP must be submitted to the BOS as part of the budget		May only be rejected by a single 7/11ths vote of the BOS on the budget or budget amendment	5/1/2008	X		
83	Clarification - Any route abandonment not submitted as part of the Budget must be submitted to BOS		The BOS after a noticed public hearing can reject the route abandonment by a 7/11th vote within 30 days after proposal submitted to BOS	ONGOING	X		
84	New - Adds "optimal maintenance of assets" to the criteria justifying fare increases.			5/1/2008			
85	Clarification - Definition of route abandonment = permanent termination of service along a particular line or service corridor where no reasonably comparable substitute service is offered		Clarification language	ONGOING			
86							

	Provision	Section	Explanation	Effective Date	SFMTA Board Action	BOS Action	SFMTA Staff
87	Clarification - BOS may by ordinance dedicate revenues to the Agency from sources as gas taxes, motor vehicle licensing taxes or other motor vehicle related revenue sources	8A.109 - Additional Sources of Revenue	No Change	ONGOING			BOSE
88	New - Allows Agency to submit revenue measure to property owners or businesses whose approval is legally required -- not just to voters.		Unless prohibited by state law, no Mayor or BOS approval required	12/11/2007	X		
89							
90	Clarification - Planning Code and zoning provisions shall not impede the exclusive authority to set rates and other charges	8A.110 - Planning and Zoning	Clarification language	ONGOING			BOSE
91							

	Provision	Section	Explanation	Effective Date	SFMTA Board Action	BOS Action	SFMTA Staff
92	Clarification - The SFMTA Board shall succeed to all powers and duties of the former Parking and Traffic Commission	8A.112 - Parking and Traffic	Deletes obsolete provisions	ONGOING	X		BOOMER
93	New - Offices of the Director of Transportation and Parking Authority Executive Director can be one and the same		If same individual serving in both roles, no additional compensation for assuming both roles	12/11/2007			
94							
95	Clarification - Provide priority to transit services, particularly during commute hours, while maintaining the safety of passengers, pedestrians, cyclists and motorists	8A.113 - Parking and Traffic: Governance		ONGOING			YEE/PARRA
96	Clarification - Street and traffic changes must give the highest priority to public safety						
97	Clarification - Ensure that parking policies and facilities contribute to the long term financial health of the Agency					X	

	Provision	Section	Explanation	Effective Date	SFMTA Board Action	BOS Action	SFMTA Staff
98	New - The PA cannot acquire or construct new or expanded parking facilities unless the costs will not reduce the level of funding to transit from parking and garage revenues for fiscal year 99-00 adjusted for inflation		Requires Board to make a finding that the operation of the new garage will advance or be consistent with the Transit First Policy	12/11/2007	X		
99							
100	- May not require or permit off-street parking spaces for any privately owned structure or use in excess of the number that City law would have allowed for the structure or use on July 1, 2007	8A.115 - Transit First Policy	Unless the additional spaces are approved by 4/5ths vote of the BOS. The BOS may reduce the maximum parking required or permitted	Outside SFMTA		X	N/A

THIS PRINT COVERS CALENDAR ITEM NO. : 9

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

DIVISION: Transportation Planning and Development

BRIEF DESCRIPTION:

The purpose of this agenda item is to present the draft TEP Service Development Framework for the Board's initial review and comment.

SUMMARY:

- The TEP is proposing a Service Development Framework intended to define service levels and performance standards to guide TEP service recommendations. This framework would modify existing guidelines and establish a more comprehensive and formal policy document to direct SFMTA in its ongoing evaluation of and adjustments to transit service.
- The framework (summarized in the Enclosure) includes four service network categories, each with a unique set of characteristics and service levels.
- We are seeking the Board's feedback on and ultimate support of this policy document in order to proceed with TEP service recommendations guided by this framework.
- TEP rail ridership data is now posted online with all bus data at www.sfmta.com/tepdata.

ENCLOSURES:

1. Proposed Service Development Framework

APPROVALS:

DATE

DIRECTOR OF DIVISION
PREPARING ITEM

FINANCE

EXECUTIVE DIRECTOR/CEO

SECRETARY

ASSIGNED MTAB CALENDAR DATE: January 29, 2008

PAGE 2.

The TEP team has spent the past several months reviewing key findings and crafting a *Service Development Framework*. This framework has been vetted by the TEP advisory committees at both the November and December meetings. The guidelines articulated in the framework are intended to define service levels and performance standards that will shape the TEP service recommendations at both the network and route levels. The SFMTA currently has a number of existing service design policies related to coverage and access, which are published in the Short Range Transit Plan (SRTP). This proposed framework would build on those policies and establish a more comprehensive and formal set of guidelines to direct the agency in its ongoing evaluation of and adjustments to transit service.

The proposed framework reflects three key areas of focus derived from the TEP's major findings:

1. To build ridership by retaining existing customers and attracting new or previous customers to the system;
2. To improve system efficiency and service effectiveness through speed improvements and delay reductions; and
3. To provide reliable transit service that reflects current and projected travel patterns, while maintaining Muni's current "1/4-mile coverage" and "one transfer" policies.

With these goals in mind, the TEP is proposing four service network categories, each with a unique set of characteristics and service levels:

- **Rapid Network** – Major lines with highest ridership, to serve as the backbone of the service network with the fastest, highest-capacity services.
- **Local Network** – Secondary lines with medium to high ridership, to complement the core network and serve both local and network riders.
- **Community Connectors** – Fixed-route service in neighborhoods to connect key community destinations with the core network.
- **Special Market Services** – Specialized service to augment the core network during peak periods and/or to connect to regional portals.

The Enclosure summarizes the framework and includes proposed speed targets, vehicle types, frequencies, spans of service, passenger access, and facility guidelines. One of the key policy questions to be addressed by this framework involves stop spacing guidelines, as there are a number of challenges associated with the City's current approach to stop spacing, and existing guidelines are not implemented consistently throughout the system. The consultant team is currently analyzing the stops system-wide to help us better understand and quantify the potential impacts of implementing a stop spacing standard. This analysis will be presented for consideration with the full set of draft service recommendations.

We welcome the Board's initial review and comment on this draft framework. After receiving your feedback we will expand the attached spreadsheet into a written policy document for inclusion in the TEP Final Report. We anticipate that formal approval of both the framework and service

recommendations will be solicited once appropriate environmental reviews are completed.

I would also like to take the opportunity to announce that rail ridership data is now posted online with all bus data at www.sfmta.com/tepdata. We encourage you to visit the site to review the robust and comprehensive set of data the TEP has gathered to complement extensive public input. A number of stakeholders, from TEP advisory committee members to City Planning staff and our sister transit agencies, have already begun accessing the data for their respective needs.

TEP Framework Matrix

Notes:

* The stop spacing guidelines are preliminary and are currently being evaluated.

Category Definitions, Key Markets, and Transit Priority Guidelines

Criteria	Demand Intensity	Corridor Type	Network Role	Key Markets	Service Speed Target	Signal Priority	Transit Lanes	
	CATEGORY DEFINITIONS				TRANSIT PRIORITY GUIDELINES			
Rapid Network	Very high ridership per route mile	Major arterials	Network backbone; fastest, highest capacity services	High volume all-day multi-purpose; major destinations	Rapid at least 20% faster than local 15-20% improvement over current	Full corridor	Transit lanes wherever feasible; by-pass lanes on constrained ROW	
Local Network	High to medium ridership per route mile	Secondary arterials	Completes core network	All-day multi-purpose	10-15% improvement over current	Full corridor	By-pass lanes at key bottlenecks; bus bulbs elsewhere	
Community Connector	Medium to low ridership per route mile	Local and neighborhood streets	Community based network connector or local circulation	Neighborhoods	5-10% improvement over current	Key delay points only	No lanes, only bus bulbs at key locations	
Special Market Services	Varies depending on service	Varies depending on service	Special services augmenting network	Varies depending on service	Varies depending upon service	Only if part of background corridor	Only if part of background corridor	

Notes:

** The pedestrian improvements should be guided by the Better Streets Plan currently under development.

Passenger Access/Facility Guidelines, Service Level Guidelines

Criteria	Stop Spacing*	Passenger Facilities	Passenger/ Bicycle Access**	Vehicle Type	Service Frequency	Span of Service
	PASSENGER ACCESS/FACILITY GUIDELINES			SERVICE LEVEL GUIDELINES		
Rapid Network	Base service 800 to 1200 ft Limited-stop service varies based on ridership and key transfers	Full rapid transit stations; select major hubs	Level boarding (possible precision docking); Pedestrian investment throughout corridor; Bicycle lockers at high volume stations	Standard or High Capacity bus; Rail LRV or Streetcar	5-10 min. based on demand	Up to 24 Hours
Local Network	800 to 1200 ft	Enhanced major stops; local stops	Enhanced access around major stops; Pedestrian investment in key areas only	Standard or High Capacity Bus; Streetcar	10-15 min. based on demand	6am – 1am; extended based on demand
Community Connector	800 to 1200 ft	Local stops	Enhanced access around major stops	Standard or Small Bus; Van	15-30 min. based on demand	6am – 9pm; extended based on demand
Special Market Services	Varies depending upon service	Varies depending upon service	Varies depending upon service	Standard or Small Bus; Van; Taxi	Varies depending upon service	Varies depending upon service

THIS PRINT COVERS CALENDAR ITEM NO. : 10

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

DIVISION: Finance and Administration

BRIEF DESCRIPTION:

Presentation of six month actual financial results for FY 2007-2008 Budget and the preliminary projections for the San Francisco Municipal Transportation Agency (SFMTA) FY 2008-2009 and FY 2009-2010 Budgets.

SUMMARY:

- The presentation will address:
 - The FY 2007-2008 six month actual financial results compared to the FY 2007-2008 Budget;
 - FY 2007-2008 year end projections;
 - The FY 2008-2009 and FY 2009-2010 Baseline Budgets
 - The major revenue and expenditure assumptions impacting the two-year budget;
 - The proposed timeline for budget development; and
 - The policy issues that will need to be addressed by the Board of Directors during the FY 2008-2009 budget process.

ENCLOSURES:

2. Power Point Presentation

APPROVALS:

DATE

DIRECTOR OF DIVISION
PREPARING ITEM _____

FINANCE _____

EXECUTIVE DIRECTOR/CEO _____

SECRETARY _____

ADOPTED RESOLUTION
BE RETURNED TO _____

ASSIGNED MTAB CALENDAR DATE: _____

