

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Finance and Information Technology

**BRIEF DESCRIPTION:**

Presentation and discussion of the FY 2019 and FY 2020 Operating Budget, including possible modifications to various fares, fees, fines, rates and charges; possible new revenue and expenditure sources and reductions; discussion of the FY 2019 and FY 2020 Capital funding through development fees and Population-based General Fund allocation included in the FY 2019 and FY 2020 Operating Budget, expanding the institutional pass program, creating a bulk sales discount, adding a single ride low income fare, one-day pass (MuniMobile only), and reducing the visitor passport fare purchased through Clipper or MuniMobile, and adding new fees for planning/development analysis review and development project review, Clipper card replacement, travel shows promoting San Francisco, eliminating fees for television series, etc. by non-profits and government agencies, replacement of lost SFMTA badges, and recovering fees for citations referred for Department of Motor Vehicle (DMV) vehicle registration holds.

**SUMMARY:**

- Charter Section 8A.106 provides that the SFMTA must submit a two-year budget by May 1 to the Mayor and Board of Supervisors.
- The SFMTA Board considered various options related to the budget at the January 23 Workshop and the February 20 and March 6 SFMTA Board meetings. Staff is planning to present a balanced budget at the April 3 meeting.
- Before the Board can approve the Agency's Operating Budget, a Title VI analysis for proposed fare changes must be approved.

**ENCLOSURES:**

1. New Proposals on Revenues and Expenditures
2. Comparative Fares
3. Comprehensive Fare and Pricing Policy, and Cost Recovery Fees
4. Citations and Fines
5. Off-Street Parking Rates and Fees
6. Capital funding through development fees and Population-based General Fund allocation
7. Title VI Draft Report

**APPROVALS:**

**DATE:**

DIRECTOR



3/13/2018

SECRETARY



3/13/2018

**ASSIGNED SFMTAB CALENDAR DATE:** March 20, 2018

## **PURPOSE**

Presentation and discussion of the FY 2019 and FY 2020 Operating Budget, including possible modifications to various fares, fees, fines, rates and charges; possible new revenue and expenditure sources and reductions; discussion of the FY 2019 and FY 2020 Capital funding through development fees and Population-based General Fund allocation included in the FY 2019 and FY 2020 Operating Budget, expanding the institutional pass program, creating a bulk sales discount, adding a single ride low income fare, one-day pass (MuniMobile only), and reducing the visitor passport fare purchased through Clipper or MuniMobile, and adding new fees for planning/development analysis review and development project review, Clipper card replacement, travel shows promoting San Francisco, eliminating fees for television series, etc. by non-profits and government agencies, replacement of lost SFMTA badges, and recovering fees for citations referred for Department of Motor Vehicle (DMV) vehicle registration holds.

## **STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES**

This item supports all of the Strategic Plan Goals.

Goal 1: Create a safer transportation experience for everyone

Goal 2: Make transit, walking, bicycling, taxi, ridesharing and carsharing the most attractive and preferred means of travel

Goal 3: Improve the environment and quality of life in San Francisco

Goal 4: Create a workplace that delivers outstanding service

This item will support the following Transit First Policy Principles:

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods. Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.
2. Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.
3. Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.
4. Transit priority improvements, such as designated transit lanes and streets and improved signalization, shall be made to expedite the movement of public transit vehicles (including taxis and vanpools) and to improve pedestrian safety.
5. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.
6. Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.
7. Parking policies for areas well served by public transit shall be designed to encourage travel by public transit and alternative transportation.
8. New transportation investment should be allocated to meet the demand for public transit

generated by new public and private commercial and residential developments.

9. The ability of the City and County to reduce traffic congestion depends on the adequacy of regional public transportation. The City and County shall promote the use of regional mass transit and the continued development of an integrated, reliable, regional public transportation system.
10. The City and County shall encourage innovative solutions to meet public transportation needs wherever possible and where the provision of such service will not adversely affect the service provided by the Municipal Railway.

**DESCRIPTION**

The SFMTA is preparing a two-year Operating Budget for FY 2019 and FY 2020 for submittal by May 1, 2018 to the Mayor and Board of Supervisors as required by Charter Section 8A.106.

On January 23, 2018, the SFMTA Board of Directors reviewed the Operating Baseline Budget for FY 2019 and FY 2020 that included a \$23 million shortfall for FY 2019 and a \$20 million shortfall for FY 2020. On January 23, February 20 and March 6 the Board reviewed the Adjusted Baseline for FY 2019 and FY 2020 which included a \$17.8 million shortfall for FY 2019 and a \$13.1 million shortfall for FY 2020. Since then there have been additional revisions to the Budget for FY 2019 and FY 2020 as outlined in the charts below resulting in a \$13.2 million and \$30.2 million positive bottom lines.

**REVENUES (\$ million)**

<b>Revenue Category</b>	<b>FY 2019 Revised Budget</b>	<b>FY 2020 Revised Budget</b>
Transit Fares	208.6	214.6
Operating Grants	180.9	184.7
Parking and Traffic Fees & Fines	354.0	361.9
Taxi Services	2.7	2.8
Other (Advertising, Interest, Inter-departmental Recovery, Taxi)	33.2	34.2
General Fund Transfer	333.4	354.6
Capital Projects (Development Fees, Population Based General Fund Allocation, etc.)	64.6	61.8
Use of Reserves		
<b>TOTAL</b>	<b>1,177.4</b>	<b>1,214.6</b>

**EXPENDITURES (\$ million)**

<b>Expenditure Category</b>	<b>FY 2019 Revised Budget</b>	<b>FY 2020 Revised Budget</b>
Salaries & Benefits	705.2	725.3
Contracts and Other Services	163.9	166.8
Materials & Supplies	61.8	61.1

<b>Expenditure Category</b>	<b>FY 2019 Revised Budget</b>	<b>FY 2020 Revised Budget</b>
Equipment & Maintenance	10.3	10.3
Rent & Building	14.9	15.2
Insurance, Claims & Payments to Other Agencies	71.5	72.1
Work Orders	72.0	71.8
Transfer to Capital Projects	64.6	61.8
<b>TOTAL</b>	<b>1,164.2</b>	<b>1,184.4</b>

The Revised Operating Budget includes the following:

- General Fund Baseline changes from the Controller’s Office
- Additional parking revenues from citations and garages as a result of FY 18 actuals and the implementation of the PARCS system
- Additional fare revenues from Class Pass due to SF State Gator Pass
- Divisional recommendations for reductions
- Increase for various approved contracts including Paratransit, Garage and Parking Operations, security, and credit card processing fees
- Debt service payment schedule
- Cost increase in rental payment including Transbay
- Cost increase from anticipated power/utility rate increase
- Increase in workers compensation medical reimbursement

The Revised Operating Budget does not include the following:

- Any changes to fares beyond the indexing amounts outlined in Enclosure 3.
- New Proposals on Revenues and Expenditures beyond the indexing
- Use of Reserve Funds
- Use of Population General Fund Baseline for operating needs
- Additional costs above the FY 2020 projected 3.4% in salary and benefit increase
- Additional Transit Needs: LRV service increase; Opening Islais Creek, Central Subway operations and Workforce Future Recruitment And Training In Maintenance
- Caltrain Operating Contribution Increase
- Increases to City Work Orders

The Baseline Budget previously presented included the following:

- Continuation of Free Muni for Low and Moderate Income Youth, Seniors and Disabled Riders
- Continuation of Tow Fee Reduction for Low Income
- Various Fee Waivers and Reduced Fees for the Taxi Program
- Implementation of the SFMTA Board’s approved Automatic Indexing Policy and Cost Recovery calculations for various fares, fees, fines, rates and charges subject to the California Vehicle Code
- Senate Bill 1 revenues which represents funds provided by the state
- Fare and parking revenues from the Mission Bay Arena
- Population General Fund Baseline (for Capital use only)

- Development Fees (for Capital use only)
- Estimates from the Controller's Office on the General Fund Baseline transfers
- Estimates from MTC on the state and regional operating grants
- Positions added during FY 2017 and FY 2018
- Pension and Healthcare Projected Costs
- Wage increases in executed labor contracts in FY 2019, estimate salary and benefit increase for FY 2020 (projected at 3.4%)

## **PUBLISHED NOTICE**

Charter Section 16.112 requires published notice and a hearing before the SFMTA may institute or change any schedule of rates or charges which affect the public. The Board's Rules of Order require that the advertisement run for at least five days and not less than fifteen days prior to the public hearing. In compliance with both Charter Section 16.112 and the SFMTA Board's Rules of Order, advertisements were placed in the City's official newspaper beginning on February 25, 2018, to provide notice that the Board of Directors will hold a public hearing on March 20, 2018, to consider the above modifications.

## **TITLE VI**

Before the SFMTA Board can approve the Agency's Operating Budget, a Title VI analysis for proposed fare changes must be approved by the SFMTA Board in accordance with the Federal Transit Administration's (FTA) Circular 4702.1B. In order to make an appropriate assessment of disparate impact or disproportionate burden in regard to fare changes, the analysis compares available customer survey data and shows the number and percent of minority riders and low-income riders using a particular fare media, in order to establish whether minority and/or low-income riders are disproportionately more likely to use the mode of service, payment type or payment media that would be subject to the fare change.

A preliminary Title VI Analysis addressing potential fare changes is attached. It includes a cumulative analysis of all proposed fare increases and a cumulative analysis of all proposed fare decreases based on customer survey data for changes to current fare types. When taken collectively, the proposed fare increases and decreases would impact approximately 77 percent of SFMTA customers, regardless of their ethnicity or income status. While there are no disparate impacts on customers who self-identify as minority or disproportionate burden effects for customers from low-income households based on the cumulative analyses, individual fare proposals may impact minority or low-income populations differently, which is discussed in further detail within the analysis.

If the SFMTA Board chooses not to move forward with any of the proposed fare increases or decreases as analyzed, or if additional fare proposals are made for consideration, the required analysis will need to be updated to ensure that the changes do not result in a disparate impact finding or a finding of disproportionate burden. In the event the single ride low income fare does not receive regional approval, the Title VI equity analysis will need to be updated in order to assess cumulative impacts and submitted to the Board for consideration and approval.

SFMTA is conducting a multilingual outreach campaign in order to gather public comment on the proposed fare changes, which may impact the final analysis presented to the Board.

A final Title VI Analysis will be presented to the Board for approval when the FY19/ FY20 Operating Budget is presented.

## **PUBLIC OUTREACH**

The following schedule summarizes the major outreach efforts:

<b>Action</b>	<b>Date</b>
SFMTA Board Workshop Equity Program	January 23, 2018
1 <sup>st</sup> CAC Meeting	February 1, 2018
1st Public Hearing at SFMTA Board	February 20, 2018
FAC Meeting	February 21, 2018
2 <sup>nd</sup> CAC Meeting – Budget Action	March 1, 2018
1 <sup>st</sup> Budget Town Hall	March 2, 2018
2 <sup>nd</sup> Public Hearing at SFMTA Board	March 6, 2018
2 <sup>nd</sup> Budget Town Hall - Digital	March 7, 2018
3rd Public Hearing at SFMTA Board	March 20, 2018

In addition to the outreach efforts identified above, individual meetings are being scheduled with various stakeholders between February and March 2018.

## **ALTERNATIVES CONSIDERED**

The SFMTA Board considered various options at the January 23, 2018 Workshop and the February 20, 2018 and March 6, 2018 SFMTA Board meetings. The February 20, 2018 SFMTA Board meeting was the first public hearing for the Board to hear from the public and consider these various options. The SFMTA Board received public comment at the February 20, 2018 and March 6, 2018 SFMTA Board meetings on these various options.

## **FUNDING IMPACT**

Input from this public hearing will assist the SFMTA Board in their deliberations of the FY 2019 and FY 2020 Operating and Capital Budget. Following SFMTA Board feedback on March 20, staff will finalize a budget for presentation at the April 3 SFMTA Board meeting.

## **ENVIROMENTAL REVIEW**

Public hearings do not constitute a project under the California Environmental Quality Act (CEQA), Public Resources Code section 21065 and Title 14 of the California Code of Regulations, (CEQA

Guidelines) Section 15378 and no environmental review is necessary.

The proposed changes to changes to towing related fees and all related changes to Transportation Code Sections are subject to the California Environmental Quality Act (CEQA). CEQA provides a statutory exemption from environmental review for the establishment, modification, structuring, restructuring or approval of rates, tolls, and other charges pursuant to California Public Resources Code Section 21080(b)(8) and Title 14 of the California Code of Regulations, (CEQA Guidelines) Section 15273, if these rates, tolls, and other charges will be used to meet operating expenses, including employee wage rates and fringe benefits, or purchase or lease supplies, equipment, or materials.

Confirmation of this determination by the SFMTA, under authorization delegated by the Planning Department, is expected prior to the April 3, 2018 MTAB hearing, and will be on file with the Secretary to the SFMTA Board of Directors.

### **OTHER APPROVALS RECEIVED OR STILL REQUIRED**

The SFMTA Board must approve a balanced Budget for FY 2019 and FY 2020 for submittal to the Mayor and the Board of Supervisors by May 1, 2018.

The City Attorney has reviewed this report. No other approvals are required.

### **RECOMMENDATION**

Presentation and discussion of the FY 2019 and FY 2020 Operating Budget, including possible modifications to various fares, fees, fines, rates and charges; possible new revenue and expenditure sources and reductions; discussion of the FY 2019 and FY 2020 Capital funding through development fees and Population-based General Fund allocation included in the FY 2019 and FY 2020 Operating Budget, expanding the institutional pass program, creating a bulk sales discount, adding a single ride low income fare, one-day pass (MuniMobile only), and reducing the visitor passport fare purchased through Clipper or MuniMobile, and adding new fees for planning/development analysis review and development project review, Clipper card replacement, travel shows promoting San Francisco, eliminating fees for television series, etc. by non-profits and government agencies, replacement of lost SFMTA badges, and recovering fees for citations referred for Department of Motor Vehicle (DMV) vehicle registration holds.

**Enclosure 1.**

**New Proposals on Revenues and Expenditures  
Revenue Items not Included in the Baseline Operating Budget (\$ millions)**

<b>Proposal</b>	<b>Description</b>	<b>Annual FY19</b>	<b>Annual FY20</b>
Use of Additional Reserve	Potential reserves available beyond the 10% set aside	0-30	0-30
Use of Population Baseline for Operating	75% of the Population Baseline may be used for Muni service instead of capital needs	0-30	0-30
Recover fees remitted to DMV for citations referred for DMV vehicle registration holds at the time of a second penalty. Impacts approximately 61-63k tickets (out of a total of 1m tickets)	For every citation referred to DMV for a registration hold, \$3 is currently sent to DMV. The \$3 is increasing to \$4. Recover \$2 in FY 2019 and \$2 in FY 2020.	350k	350k
Maintain fares for Single-Ride fares for Clipper/MuniMobile to increase differential and promote pre-payment *	Supports Pricing strategies to: <ul style="list-style-type: none"> <li>• Incentivize transit ridership</li> <li>• Incentivize pre-payment</li> <li>• Enhance customer convenience</li> <li>• Stabilizes fare revenues</li> </ul>		
Limit A Pass to \$15 premium or 20% premium above M Pass *			
Reduce fares for Visitor Passports purchased in advance on MuniMobile and Clipper to incentivize prepayment and implement a differential for pre-paid passes. Reduce pass prices \$2-\$11 from FY 2018 *			
Adopt new low-income single-ride fare product to meet the needs of low-income riders and complement the Monthly Pass program *			
Implement a new Day Pass (without Cable Car) at either 2.0 or 2.5 x the regular fare) to increase flexibility for regular customers and incentivize pre-payment *			
Authorize bulk sales discount*			
Expansion of institutional pass model *			

\* All fare proposals are subject to a Title VI equity analysis prior to approval.



**Expenditure Items not Included in Baseline Operating Budget (\$ millions)**

<b>Description</b>	<b>Annual FY19</b>	<b>Annual FY20</b>
Central Subway	0	11.0
Fleet Expansion 68 LRV4	19.8	32.1
Islais Creek and Increased Mileage	11.7	14.4
Scott Center Additional Duties	0.9	1.1
Safety and Training Initiatives	3.5	4.5
Work orders	TBD	TBD
Caltrain	TBD	TBD

## Enclosure 2.

## Comparative Fares

## Single Ride and Monthly Pass Discount Fare Comparisons

Agency	Adult Fare	Senior Disabled Fare	Youth Fare
MTA New York City Transit (City Subway & Bus)	<u>Single Fare</u> - - \$2.75 (Metro Card) - \$3.00 (Single Ride ticket)  <u>Monthly Pass</u> - \$121.00	<u>Single Fare</u> - - \$1.35 (50% off adult fare)  <u>Monthly Pass</u> - \$60.50	- Up to three children under 44 inches tall, regardless of age, per adult may ride free. - Additional children or those traveling alone pay full fare.
Chicago Transit Authority	<u>Single Fare</u> - - \$2.25 bus with Ventra Card - \$2.50 Pay As You Go using contactless bankcard/cash - \$3.00 CTA Single-Ride Ventra Ticket (\$2.25 fare + \$0.25 transfer + \$0.50 limited-use media fee) - \$2.50 "L" train  <u>Monthly Pass</u> - \$105	<u>Single Fare</u> - - \$1.00 bus with Ventra Card + \$0.15 for 2 transfers within 2 hours - \$1.10 for contactless bankcard/cash - no transfers - \$1.10 ("L" train) - + \$0.15 for 2 transfers within 2 hours  <u>Monthly Pass</u> - \$50 (with RTA permit)  - Low income seniors (65+) and disabled IL residents who are enrolled in IL Benefit Access program ride free.	<u>Single Fare</u> - - \$0.75 Student Ventra Card for children 7 - 20 valid from 5:30am to 8:30pm on school days only. \$0.15 for 2 transfers within 2 hours - \$1.10 "L" train and \$1.00 reduced bus fare at other times for children 7 - 11 - \$2.25 "L" train and \$2.00 bus are full fares at other times for children 12+  <u>Monthly Pass</u> - \$50 (with RTA permit) - Children under 7 ride free with a fare paying customer.
Los Angeles County Metropolitan Transit Authority	<u>Single Fare</u> - - \$1.75 with TAP Card - \$1.75 for cash (No Transfers; Metro-to-Muni Transfer for additional \$0.50)  <u>Monthly Pass</u> - \$100	<u>Single Fare</u> - - \$0.75 (peak), \$0.35 (off-peak) with Senior (62+) or LACTOA/Disabled TAP Card - \$0.75 (peak), \$0.35 (off-peak) for cash (No Transfers; Metro-to-Muni Transfer for additional \$0.25)  <u>Monthly Pass</u> - \$20	<u>Single Fare</u> - \$1.00 with Student (K-12) TAP Card - \$1.00 for cash (No Transfers; Metro-to-Muni Transfer for additional \$0.50)  <u>Monthly Pass</u> - - \$24 Students (K-12) - \$43 college/vocational - 2 children under age 5 may ride free with each fare-paying adult

Agency	Adult Fare	Senior Disabled Fare	Youth Fare
<p>Washington Metropolitan Area Transit Authority</p>	<p><u>Single Fare</u> -                      - \$2.00 (regular bus)                      - \$4.25 (express routes)                      - \$2.25 to \$6.00 (rail - peak)                      - \$2.00 to \$3.85 (rail -off-peak)</p> <p><u>Monthly Pass</u> -                      - \$240.00 for 28-Day Fast Pass (Metrorail)                      - \$81.00 or \$135.00 Metro SelectPass (Rail only) based on \$2.25 or \$3.75 rail fare                      - \$126.00 or \$180.00 Metro SelectPass (Rail with Bus) based on \$2.25 or \$3.75 rail fare, and \$1.75 regular bus fare</p> <p><u>7-Day Pass</u> -                      - \$38.50 (up to \$3.60/ride during peak fares) to \$60.00 unlimited Metrorail rides                      - \$17.50 unlimited Regional Metrobus rides (no monthly bus pass only)</p>	<p><u>Single Fare</u> -                      - \$1.00 (regular bus)                      - \$2.10 (express routes)                      - 50% off peak fare (rail) with reduced fare                      SmarTrip® Card</p> <p><u>Monthly Pass</u> - Not available                      - \$8.75 for Metrobus 7-day Bus Pass for seniors (65+)</p> <p>- Disabled riders need to have a Metro Disability ID to ride Metrorail and regular Metrobus routes for reduced fare.                      - Seniors (65+) may use Senior SmarTrip® Card, or pay with cash showing valid photo ID for reduced fare.</p>	<p><u>Single Fare</u> - Not available                      - \$7.50 for 10-trip bus pass                      - \$9.50 for 10-trip rail pass</p> <p><u>Monthly Pass</u> - \$30 unlimited on Metrobus and Metrorail (for private school students not eligible for Kids Ride Free on Rail program)</p> <p>-Up to two children, under age 5, ride free with each full fare paying adult.                      - Student "DC One Card" allows eligible DC students 5-21 years old (K-12) to ride to school days/activities for free on buses and rail within boundary stations (only if attending public schools) effective 2016-17 school year.</p>

<b>Agency</b>	<b>Adult Fare</b>	<b>Senior Disabled Fare</b>	<b>Youth Fare</b>
Southeastern Pennsylvania Transportation Authority - City and Suburban Transit	<p><u>Single Fare</u> -</p> <ul style="list-style-type: none"> <li>- \$2.50 cash per ride</li> <li>- \$2.00 token per ride</li> <li>- \$1.00 transfer (up to 2 transfers are permitted for each one-way trip)</li> </ul> <p><u>Monthly Pass</u> - \$96 unlimited with TransPass</p>	<p><u>Single Fare</u> -</p> <ul style="list-style-type: none"> <li>- All Seniors (65+) with valid ID ride free on Transit and \$1.00 on Regional Rail</li> <li>- \$1.25 cash fare, \$0.50 for transfer, \$0.25 for transit zone charge for disabled with PA Disability Transit ID or Medicare card</li> <li>- token fare covers \$1.25 fare + \$0.50 transfer for disabled</li> </ul> <p><u>Monthly Pass</u> - Not available</p>	<p><u>Single Fare</u> -</p> <ul style="list-style-type: none"> <li>-\$1.90-\$2.00 token per ride</li> </ul> <p><u>Monthly Pass</u> - Not available</p> <ul style="list-style-type: none"> <li>-Weekday Student Pass - \$3.84 per valid day for travel to and from school between 5:30am and 7:00pm.</li> <li>-Up to two children under 5 traveling with an adult are free.</li> <li>- Additional children or those traveling without an adult are full fare.</li> </ul>
San Francisco Municipal Transportation Agency	<p><u>Single Fare</u> -</p> <ul style="list-style-type: none"> <li>- \$2.50 with Clipper Card or mobile ticket</li> <li>- \$2.75 for cash or limited use ticket</li> </ul> <p><u>Monthly Pass</u> - \$75</p>	<p><u>Single Fare</u> -</p> <ul style="list-style-type: none"> <li>- \$1.25 with Clipper Card or mobile ticket</li> <li>- \$1.35 for cash or limited use ticket</li> </ul> <p><u>Monthly Pass</u> - \$38</p> <ul style="list-style-type: none"> <li>-Free Muni service for seniors (65+) and people with disabilities' gross income at, or below, 100% Bay Area Median Income.</li> </ul>	<p><u>Single Fare</u> -</p> <ul style="list-style-type: none"> <li>- \$1.25 with Clipper Card or mobile ticket</li> <li>- \$1.35 for cash or limited use ticket</li> </ul> <p><u>Monthly Pass</u> - \$38</p> <ul style="list-style-type: none"> <li>-Free Muni service for youth 5-18 with family's gross income at, or below, 100% Bay Area Median Income.</li> <li>-Children under age 5 ride for free.</li> </ul>
Metropolitan Atlanta Rapid Transit Authority	<p><u>Single Fare</u> - \$2.50</p> <p><u>Monthly Pass</u> - \$95</p>	<p><u>Single Fare</u> - \$1.00</p> <p><u>Monthly Pass</u> - Not available</p> <ul style="list-style-type: none"> <li>- trip packages in multiples of 10 or 20 are available.</li> </ul>	<p><u>Single Fare</u> - Not available</p> <p><u>Monthly Pass</u> - Not available for youth</p> <ul style="list-style-type: none"> <li>- Up to two children (46" and under) ride free per paying adult.</li> <li>- Full fare for all other children.</li> <li>- 10-trip Student Breeze passes available for \$14.40 through participating schools only for K-12 students (travel to and from school only).</li> </ul>

Agency	Adult Fare	Senior Disabled Fare	Youth Fare
<p>King County Metro Transit (Seattle)</p>	<p><u>Single Fare</u> -                      - \$2.50 (off-peak, all zones)                      - \$2.75 (peak, one zone)                      - \$3.25 (peak, two zones)                      - \$1.50 per ride (all zones, anytime) with an Orca Lift card (free) is the reduced fare for qualifying low income adults (19-64) valid for up to 24 months.</p> <p><u>Monthly Pass</u> -                      - \$99 Metro Monthly Vanpool/Transit One Zone Pass on the Orca card                      - \$117 Metro Monthly Vanpool/Transit Two Zone Pass on the Orca card</p> <p>- \$90/\$99/\$117 Regional Monthly Pass (PugetPass) on the Orca card</p>	<p><u>Single Fare</u> - \$1.00 with Regional Reduced Fare Permit (RRFP)</p> <p><u>Monthly Pass</u> -                      - \$63 Metro Monthly Access Pass (Disabled customers only) on ORCA card</p> <p>- \$3.00 for Regional Reduced Fare Permit for seniors (65+)/disabled</p>	<p><u>Single Fare</u> - \$1.50 youth (6-18)</p> <p><u>Monthly Pass</u> -                      - \$54 PugetPass on the Orca youth card covers unlimited rides in regular service (monthly cost based on fare value of \$1.50).</p> <p>-Up to four children under age 6 ride free with a fare-paying person or adult fare.</p> <p>- Orca Lift cardholder (low income) may obtain Orca Youth card (6-18) for free.</p>

Agency	Adult Fare	Senior Disabled Fare	Youth Fare
Metropolitan Transit Authority of Harris County (Houston)	<p><u>Single Fare</u> - \$1.25</p> <ul style="list-style-type: none"> <li>- No transfers available when paying by cash.</li> <li>- Free transfers with a METRO Q Fare Card, METRO Day Pass, or METRO Money Card (disposable card with set amount) for up to 3 hours</li> </ul> <p><u>Monthly Pass</u> - Not available</p> <ul style="list-style-type: none"> <li>- Daily fare capped at \$3.00 that activates after traveling 3 times when using METRO Day Pass.</li> </ul>	<p><u>Single Fare</u> - \$0.60 with a METRO Q Fare Card or METRO Day Pass for seniors (65-69), Medicare cardholders and disabled.</p> <ul style="list-style-type: none"> <li>- Fares paid by cash will not get the discount and free transfers.</li> </ul> <p><u>Monthly Pass</u> - Not available</p> <ul style="list-style-type: none"> <li>- Seniors 70+ ride free</li> <li>- Seniors/disabled need to apply for a METRO discount fare card.</li> <li>- Seniors (65-69) do not pay more than \$1.50/day for unlimited local bus and METRORail using METRO Day Pass.</li> </ul>	<p><u>Single Fare</u> - \$0.60 with a METRO Q Fare Card or METRO Day Pass for students (K-12), college undergraduate and graduate.</p> <ul style="list-style-type: none"> <li>- Fares paid by cash will not get the discount and free transfers.</li> </ul> <p><u>Monthly Pass</u> - Not available</p> <ul style="list-style-type: none"> <li>- Students need to apply for a METRO discount fare card.</li> <li>- Students do not pay more than \$1.50/day for unlimited local bus and METRORail using METRO Day Pass.</li> </ul>
Bay Area Rapid Transit	<p><u>Single Fare</u> - \$1.95 to \$7.35 by destination</p> <ul style="list-style-type: none"> <li>- cash value (\$1.85 - \$69) blue tickets are sold at ticket vending machines at every BART station*</li> </ul> <p><u>Monthly Pass</u> - Not available</p> <ul style="list-style-type: none"> <li>- Blue high value tickets (\$48 value for \$45, or \$64 value for \$60) give a 6.25% discount</li> </ul> <p>*Omits fares to SFO - \$7.65 to \$11.60</p>	<p><u>Single Fare</u> - \$9 for a \$24 ticket (62.5% discount on adult fare)</p> <ul style="list-style-type: none"> <li>- use a green ticket or Senior Clipper Card for seniors (65+)</li> <li>- use a red ticket or Regional Transit Connection (RTC) Clipper Card for disabled/Medicare cardholders</li> </ul> <p><u>Monthly Pass</u> - Not available</p> <ul style="list-style-type: none"> <li>- Discount tickets are sold only through the mail and selected retail vendors.</li> </ul>	<p><u>Single Fare</u> -</p> <ul style="list-style-type: none"> <li>- \$9 for a \$24 red ticket (62.5% discount on adult fare) or on Youth Clipper Card for youth ages 5-18.</li> <li>- \$16 for a \$32 orange ticket (50% discount on adult fare) or on Youth Clipper Card for students ages 13-18 for trips to and from school, Monday - Friday.</li> <li>- Children under age 5 ride free.</li> </ul> <p><u>Monthly Pass</u> - Not available</p> <ul style="list-style-type: none"> <li>- Red tickets are sold only through the mail and selected retail vendors.</li> <li>- Orange tickets are sold by participating schools only.</li> </ul>

Agency	Adult Fare	Senior Disabled Fare	Youth Fare
Tri-County Metropolitan Transportation District of Oregon (Portland)	<p><u>Single Fare</u> - \$2.50 for 2-1/2 hour ticket (time starts when validated at the time of purchase at a ticket machine, or upon boarding)</p> <p><u>Monthly Pass</u> - \$100 for 30-Day/1-Month Pass</p> <p>- 30-Day Pass may be purchased any day of the month, validated on purchase date, and good for 30 consecutive days.</p>	<p><u>Single Fare</u> - \$1.25 for 2-1/2 hour ticket with valid ID or TriMet Honored Citizen ID Card.</p> <p><u>Monthly Pass</u> - \$28 for 30-Day/1-Month Pass</p> <p>-Honored Citizen Downtown Portland Pass (\$10 admin fee) is valid for up to 2 years or duration of temporary disability: Honored Citizen riders who live within this area ride for free in Downtown Portland.</p>	<p><u>Single Fare</u> - \$1.25 for 2-1/2 hour ticket for youth (7-17) and students (grades 9-12 or pursuing a GED) with proof or TriMet issued ID.</p> <p><u>Monthly Pass</u> - \$28 for 30-Day/1-Month Pass</p> <p>- Children under age 7 ride free with a paying passenger.</p> <p>-Student Pass: High school students in the Portland Public School District with student ID ride free during the school year.</p>
San Diego Metropolitan Transit System	<p><u>Single Fare</u> -</p> <p>- \$2.25 (bus), no transfers</p> <p>- \$2.50 (trolley), ticket valid for 2 hours from time of purchase</p> <p><u>Monthly Pass</u> - \$72 Regional Adult Pass on Compass Card (\$2 fee)</p>	<p><u>Single Fare</u> -</p> <p>- \$1.10 (bus) with valid ID or Compass Card Photo ID</p> <p>- \$1.25 (trolley) with valid ID or Compass Card Photo ID</p> <p><u>Monthly Pass</u> - \$18 Regional reduced fare pass for seniors (60+), disabled, and Medicare recipients on Compass Card</p>	<p><u>Single Fare</u> -</p> <p>- \$2.25 (bus), no transfers</p> <p>- \$2.50 (trolley), ticket valid for 2 hours from time of purchase</p> <p><u>Monthly Pass</u> - \$36 Regional Youth (under 19) Pass on Compass Card</p> <p>-Up to 2 children (under age 6) may ride free with a paying passenger.</p> <p>-On Saturdays and Sundays, up to 2 children (under age 13) may ride free with a fare-paying adult (18+). Prices vary.</p>
Regional Transportation District (Denver)	<p><u>Single Fare</u> - \$2.60</p> <p><u>Monthly Pass</u> - \$99</p> <p>- Free MallRide bus in downtown Denver</p> <p>- Free MetroRide bus for commuters on weekdays 5:00am - 9:08 am and 2:30pm - 6:35 pm in downtown between Civic Center station and Union station</p>	<p><u>Single Fare</u> - \$1.30 for disabled, Medicare recipients, and seniors (65+) with valid ID or RTD Special Discount Card</p> <p><u>Monthly Pass</u> - \$49</p>	<p><u>Single Fare</u> - \$1.30 for students (6-19) with current school ID (except elementary school students)</p> <p><u>Monthly Pass</u> - \$49</p> <p>-Children under age 6 ride free with a fare-paying adult.</p>

<b>Agency</b>	<b>Adult Fare</b>	<b>Senior Disabled Fare</b>	<b>Youth Fare</b>
Santa Clara Valley Transportation Authority	<u>Single Fare</u> - \$2.25  <u>Monthly Pass</u> - \$80 Monthly Pass on Clipper Card	<u>Single Fare</u> - \$1.00 for seniors (65+), disabled, Medicare cardholders  <u>Monthly Pass</u> - \$30 Monthly Pass on Senior Clipper Card or Regional Transit Connection Clipper Card	<u>Single Fare</u> - \$1.00\  <u>Monthly Pass</u> - \$30 Monthly Pass on Youth Clipper Card -Children under age 5 ride free.
Alameda Contra-Costa Transit	<u>Single Fare</u> - - \$2.25 (cash) - \$2.15 (Clipper Card costs \$3)  <u>Monthly Pass</u> - \$81.00 Adult 31-Day pass on Clipper Card	<u>Single Fare</u> - -\$1.05 (cash) - \$1.00 (Clipper Card)  <u>Monthly Pass</u> - \$26.50 for calendar month - Senior Monthly pass (65+) on Senior Clipper Card -Disabled Monthly pass or RTC Clipper Card (\$3 fee)	<u>Single Fare</u> - - \$1.05 (cash) - \$1.00 (Clipper Card)  <u>Monthly Pass</u> - \$26.50 for Youth 31-Day pass (age 5-18) on Clipper Card  - Children under age 5 ride free.



Agency	Adult Fare	Senior Disabled Fare	Youth Fare
Golden Gate Transit	<p><u>Single Fare</u> -</p> <ul style="list-style-type: none"> <li>- \$2.00 local fare zones 2-4 (cash)</li> <li>- \$1.80 local fare zones 2-4 (Clipper Card)</li> <li>- \$12.25 to \$13.00 zones 5 or 6 - Sonoma county (cash)</li> <li>- \$9.80 to \$10.40 zones 5 or 6 (Clipper Card)</li> <li>- \$5 to \$13 for intercounty travel (cash)</li> <li>- \$4.40 to \$10.40 for intercounty travel (Clipper Card)</li> </ul> <p><u>Monthly Pass</u> -</p> <ul style="list-style-type: none"> <li>- \$80 Marin Local 31-Day Pass (starting on the date of first use) for adult fare rides on Golden Gate Transit, Community Shuttle, or Stagecoach bus within Marin county.</li> </ul>	<p><u>Single Fare</u> - 50% discount</p> <ul style="list-style-type: none"> <li>- \$1.00 local fare zones 2-4 for seniors (65+) with valid ID or Senior Clipper Card, and disabled with RTC Clipper Card</li> <li>- \$6.00 to \$6.50 zones 5 or 6 (cash with valid ID, or Senior/RTC Clipper Card)</li> <li>- \$2.50 to \$6.50 for intercounty travel (cash with valid ID, or Senior/RTC Clipper Card)</li> </ul> <p><u>Monthly Pass</u> -</p> <ul style="list-style-type: none"> <li>- \$25 Marin Local 31-Day Senior/Disabled Pass (starting on the date of first use) for rides on Golden Gate Transit, Community Shuttle, or Stagecoach bus within Marin county.</li> </ul>	<p><u>Single Fare</u> - 50% discount</p> <ul style="list-style-type: none"> <li>- \$1.00 local fare zones 2-4 for youth 5-18 (cash or Youth Clipper Card)</li> <li>- \$6.00 to \$6.50 zones 5 or 6 (cash or Youth Clipper Card)</li> <li>- \$2.50 to \$6.50 for intercounty travel (cash or Youth Clipper Card)</li> </ul> <p><u>Monthly Pass</u> -</p> <ul style="list-style-type: none"> <li>- \$40 Marin Local 31-Day Youth Pass (starting on the date of first use) for rides on Golden Gate Transit, Community Shuttle, or Stagecoach bus within Marin county.</li> <li>- Up to 2 children, under age 5, per full-fare paying adult ride for free.</li> </ul>
San Mateo County Transit District	<p><u>Single Fare</u> -</p> <ul style="list-style-type: none"> <li>- \$2.25 (cash)</li> <li>- \$2.05 (Clipper Card costs \$3)</li> </ul> <p><u>Monthly Pass</u> -</p> <ul style="list-style-type: none"> <li>- \$65.60 local bus</li> <li>- \$96 local and express buses (to/from San Francisco)</li> </ul>	<p><u>Single Fare</u> -</p> <ul style="list-style-type: none"> <li>- \$1.10 (cash) for seniors (65+) with Medicare card and disabled with RTC Discount Card or disabled placard id card</li> <li>- \$1.00 (Clipper Card)</li> </ul> <p><u>Monthly Pass</u> - \$27</p>	<p><u>Single Fare</u> -</p> <ul style="list-style-type: none"> <li>- \$1.10 (cash) for youth under 19</li> <li>- \$1.00 (Clipper Card)</li> </ul> <p><u>Monthly Pass</u> - \$27</p> <ul style="list-style-type: none"> <li>- Up to 2 children, under age 5, with each adult or eligible discount fare-paying passenger ride free.</li> <li>- Additional children are subject to the Youth fare.</li> </ul>

**Enclosure 3.****Indexed Fares and Cost Recovery Fees****FARE POLICY AND PRICING DRAFT**

This document serves as a comprehensive overview off all fare policies and pricing for the San Francisco Municipal Railway service (Muni). Areas highlighted in green areas denote alternative pricing and products under consideration.

**BASIC FARE TABLE**

FARE DESCRIPTION	PAYMENT METHOD	CURRENT	INDEXED		ALTERNATE	
		FY18	FY19	FY20	FY19	FY20
Full Fare Single Ride (Pre-Paid)	Clipper/MuniMobile	\$2.50	\$2.50	\$2.75	\$2.50	\$2.50
Full Fare Single Ride (Paid at Boarding)	Farebox/Limited Use Ticket	\$2.75	\$2.75	\$3.00	\$2.75	\$3.00
Reduced Fare Single Ride (Pre-Paid)	Clipper/MuniMobile	\$1.25	\$1.25	\$1.35	\$1.25	\$1.25
Reduced Fare Single Ride (Paid at Boarding)	Farebox/Limited Use Ticket	\$1.35	\$1.35	\$1.50	\$1.35	\$1.50
Lifeline Single Ride Fare	Clipper	N/A	N/A	N/A	N/A	\$1.25
One-Day Pass (No Cable Car / 2x Full Fare)	MuniMobile	N/A	N/A	N/A	\$5.00	\$5.00
One-Day Pass (No Cable Car / 2.5 Full Fare)	MuniMobile	N/A	N/A	N/A	\$6.25	\$6.25
Adult "M" Monthly Pass	Clipper	\$75	\$78	\$81	\$78	\$81
Adult "A" Monthly Pass (+ BART within SF) - \$15 cap	Clipper	\$94	\$98	\$102	\$93	\$96
Adult "A" Monthly Pass (+ BART within SF) – 20% cap	Clipper	\$94	\$98	\$102	\$94	\$98
Reduced Fare Monthly Pass	Clipper	\$38	\$40	\$42	\$40	\$42
Lifeline Monthly Pass	Limited Locations	\$38	\$40	\$42	\$40	\$42
Cable Car Single Ride	Clipper/On-Board/ MuniMobile/Sales Kiosks/ Third-Party	\$7.00	\$7.00	\$7.00	\$7.00	\$8.00
Off-Peak Cable Car Fare (Seniors/People with Disabilities) from 9:00 p.m. to 7:00 a.m.	On-Board/ MuniMobile	\$3.00	\$3.00	\$3.00	\$3.00	\$4.00

FARE DESCRIPTION	PAYMENT METHOD	CURRENT	INDEXED		ALTERNATE	
		FY18	FY19	FY20	FY19	FY20
One Day Passport (Pre-Paid)	Clipper/MuniMobile	\$22	\$23	\$24	\$12	\$13
Three Day Passport (Pre-Paid)	Clipper/MuniMobile	\$33	\$34	\$36	\$29	\$31
Seven Day Passport (Pre-Paid)	Clipper/MuniMobile	\$43	\$45	\$47	\$39	\$41
One Day Passport	Sales Kiosk/Third-Party	\$22	\$23	\$24	\$23	\$24
Three Day Passport	Sales Kiosk/Third-Party	\$33	\$34	\$36	\$34	\$36
Seven Day Passport	Sales Kiosk/Third-Party	\$43	\$45	\$47	\$45	\$47
Paratransit Van Services	Cash/Pre-Paid Ticket/MuniMobile	\$2.50	\$2.50	\$2.75	\$2.50	\$2.50
Paratransit Taxi Services	Paratransit Debit Card	\$6 (\$30 Value)	\$6 (\$30 Value)	\$6 (\$30 Value)	\$6 (\$30 Value)	\$6 (\$30 Value)

### **FARE PAYMENT OPTIONS**

The following options are available to pay fares and purchase products. Pricing and product availability varies by system.

1. CLIPPER® – Regional electronic fare program. Initial card may be purchased for \$3 (free for Reduced Fare categories) and value added at Clipper retail locations, online or from ticket vending machines in Muni Metro stations. Replacement cards may be obtained for a \$5 fee.
2. MOBILE TICKETING – Online application available on mobile phones to pre-pay fares. Application may be downloaded at [www.munimobile.com](http://www.munimobile.com).
3. FAREBOX – Fares paid at time of boarding at front of Muni bus, trolley or rail car (outside of the Metro station). A receipt is provided upon payment. Exact change is required.
4. CLIPPER LIMITED USE TICKET – In Muni Metro stations, a Limited Use ticket must be purchased from a Clipper ticket vending machine. The ticket is placed on the Clipper card reader at the faregate to access the paid area.

### **FARE CATEGORIES**

1. FULL FARE – Single ride fare applies to adult fare category. Fares shall be rounded to the nearest \$0.25 for single ride fares and \$1.00 for all other fares and passes.
2. REDUCED FARE – Reduced fare shall be one-half of the Full Fare, rounded to the nearest \$0.10 increment for single ride fares and \$1.00 for all other fares and passes. A customer may qualify for the Reduced Fare by meeting or possessing one of the requirements below. Proof of age or appropriate identification may be necessary when ticket is requested by an operator or fare inspector. For use on Clipper®, special application requirements apply ([www.clippercard.com](http://www.clippercard.com)).

- a. Senior – 65 years of age or older.
- b. Youth – Five through 18 years of age.
- c. People with Disabilities – Customers with qualifying disabilities. Regional Transit Connection (RTC) card required for use on Clipper. For farebox or limited use ticket payment, RTC or medicare card, state DMV issued Disability parking placard or discount transit card issued by another transit agency is accepted for eligibility. Disability attendants are eligible for same reduced fare when accompanying a qualified RTC card holder.
3. **LIFELINE (LOW-INCOME)** – San Francisco Residents at or below 200% of poverty. Application and certification requirements apply ([www.sfmta.com/lifeline](http://www.sfmta.com/lifeline)). Fare shall be one-half of the Full Fare, rounded to the nearest \$0.10 increment for single ride fares and \$1.00 for all other fares and passes.
4. **PARATRANSIT** – Customers who are unable due to their disability to independently use accessible fixed route services some or all of the time. Services include shared ride, group van, and taxi services. Application and certification requirements apply ([www.sfparatransit.com](http://www.sfparatransit.com)).
5. **FREE FARE** – The individuals and members of groups listed below are eligible to ride Muni for free:
  - a. Children four years of age and under when accompanied by an adult.
  - b. Youth, Seniors, and People with Disabilities at or below 100% Bay Area Median Income. Available for San Francisco residents only. Application and certification requirements apply ([www.sfmta.com/freemuni](http://www.sfmta.com/freemuni)).
  - c. San Francisco Police and Sheriff Deputies presenting a regulation seven pointed star and in full uniform.
  - d. Active employees of the SFMTA.
  - e. Dependents of active full-time SFMTA TWU Local 250A employees.
  - f. SFMTA TWU Local 250A retirees.

## **FARES AND PRODUCTS**

1. **SINGLE RIDE** – Single ride fares are valid for unlimited travel for 90 minutes from time of payment or activation on Clipper or mobile ticketing and until 5 a.m. the following day if purchased after 8:30 p.m. Travel must be completed by expiration of time period.
2. **DAY PASS** – Valid for unlimited travel (with the exception of Cable Car) until 11:59 p.m. the day of activation.
3. **“M” MONTHLY PASS (Muni-Only)** – Valid for unlimited travel on all Muni service from the first day of the month through the third day of the following month.

4. "A" MONTHLY PASS (Muni + BART within San Francisco) – Valid for unlimited travel on all Muni service and BART service within San Francisco. For Muni service pass is effective from the first day of the month through the third day of the following month. For BART service, pass expires on the last day of the purchased month.
5. CABLE CAR SINGLE RIDE – Valid for one single ride on a cable car with no transfers or re-boarding.
6. ONE, THREE AND SEVEN DAY PASSPORTS – Valid for unlimited travel on all Muni service (including Cable Car until 11:59 p.m. on the last day of eligible use.
7. PARATRANSIT VAN SERVICE – Shared service for door to door and group travel.
8. PARATRANSIT TAXI SERVICE – Service offered in partnership with San Francisco taxi companies.

### **FARE PRODUCTS (LIMITED AVAILABILITY)**

Available for non-profit, social service and government agencies for client based distribution. Full fare tokens and monthly passes are provided at a 50% discount.

1. TOKENS (BAGS OF 10) – Each equivalent to one full fare pre-paid single ride fare.
2. YOUTH SINGLE RIDE 15 TICKET BOOKS – Book of 15 youth single ride tickets (equivalent to reduced single ride pre-paid fare). Ticket should be removed from ticket book in front of Operator upon boarding and fare receipt requested.
3. LIMITED USE MONTHLY PASSES – Monthly pass available on Clipper limited use ticket. Valid from the first day of the month until the last (no grace period).

### **INTER-AGENCY DISCOUNTS**

1. INTER-AGENCY TRANSFERS - A fifty-cent discount is provided to full fare customers transferring from any connecting agency to Muni within 90 minutes when using Clipper.
2. DALY CITY BART TRANSFER – A free round-trip transfer is provided to all customers transferring from the Daly City BART station to Muni lines serving that station when using Clipper.

### **SPECIAL FARES**

1. NEW YEAR'S EVE – Free service provided from 8 p.m. December 31<sup>st</sup> through 5 a.m. January 1<sup>st</sup> of each year.
2. YOUTH GROUP SUMMER DAY PASS – Free passes available from Memorial Day to Labor day, subject to availability, for non-profit and government agencies serving low-income youth. Passes allow for travel of 20 youth and two adults for one day.
3. SPECIAL PROMOTIONAL FARES - The Director of Transportation is authorized to approve the establishment of short-term promotional fares.

## **ANIMALS ON MUNI**

1. **SERVICE ANIMALS** –Trained service animals, as defined by the Americans with Disabilities Act (ADA), are allowed to ride free of charge on all Muni vehicles. Service dogs may travel without a muzzle but must be under the control of their owners. Service animals must ride on their owner’s lap, under their owner's seat, or as far out of the aisle as possible. Animals may not occupy a seat.

When riding the Cable Car, service animals are encouraged to ride in the interior section of the cable car, either on their owner's lap or as far out of the aisle as possible. If riding on the exterior sections of the cable car, service animals must be on their owner's lap.

2. **PETS** – Pets are not allowed on Muni during peak hours Monday through Friday, 5 a.m. to 9:00 a.m. and 3:00 p.m. to 7:00 p.m. During off-peak hours only one pet per vehicle is allowed. Pet owners or guardians must pay a fare equal to their own for their pet to ride. Dogs must be leashed and muzzled and can only ride on the lap of the rider or under their seat; all other pets must be carried in a small closed container on the lap of the rider or under their seat.

## **PROOF OF PAYMENT**

Evidence of fare payment (Proof of Payment) is required for all Muni service through the duration of the trip or while within the paid area of Muni stations. Failure to produce proof of payment when asked by a San Francisco Municipal Transportation Agency (SFMTA) Fare Inspector will result in a fine (see San Francisco Transportation Code Division II, Section 302 for the list of current fines). Customers with proof of payment may board a Muni vehicle by any door. All other customers must enter at the front of the vehicle and pay the fare at the farebox. The farebox receipt serves as proof of payment.

Clipper customers must tag their card and MuniMobile customer must activate their product immediately upon entering the vehicle.

## **INSTITUTIONAL PASS**

The SFMTA may enter into agreements with schools, government agencies, residential buildings, athletic facilities and other organizations to establish revenue neutral institutional pass programs. Groups must have a minimum of 500 participants (all members are required to participate and cannot “opt-out”). Fares will be set based on estimated fare revenue based on transit use across the entire group and divided by the total population. The formula for establishing the revenue neutral fare will be based on demographic and organization specific data, and actual Clipper usage (where available) as part of the individual agreements with participating organizations.

## **THIRD PARTY SALES COMMISSION**

Third-party sellers, under agreement with the SFMTA, shall be entitled to a \$0.75 commission per item.

## **BULK DISCOUNT**

A 10% discount will be applied to any single purchase of more than 100 Cable Car single ride tickets, and One, Three or Seven Day Passports.

**REFUNDS/REPLACEMENTS**

Fare refunds are only available for Cable Car tickets and One, Three and Seven Day Passports due to a verifiable Cable Car service disruption. Refunds are not available for non-cable car service outages, farebox payments (including overpayment), or incorrect ticket purchases.

**ADOPTION OF FARES**

On April 21, 2009, the SFMTA Board of Directors approved Resolution No. 09-065 setting forward an automated indexing plan for setting fees, fares and fines. As part of their budget review, the Board may revise the rates for Muni fares based on policies to incentivize transit use, pre-payment of fares and to promote equity. A Title VI Equity Analysis will be submitted in conjunction with any fare change as required by Federal Transit Administration guidelines.

The following policies apply to setting certain fares and products:

<b>Fare/Product</b>	<b>Pricing Formula</b>
Full Fare (Pre-Paid)	\$0.25 discount (\$0.50 effective FY20)
Reduced Fare (Pre-Paid)	\$0.10 discount (\$0.25 effective FY20)
“A” Pass Premium	“M” monthly pass fare + \$15 or 20%
One Day Passport (Pre-Paid)	Equal to one Cable Car + two Full Fare single rides*
Three Day Passport (Pre-Paid)	Equal to two Cable Car + six Full Fare single rides*
Seven Day Passport (Pre-Paid)	Equal to two Cable Car + ten Full Fare single rides*
Reduced/Low-Income Fares & Products	Fifty-percent of full fare
Day Pass	Equal to two times the adult full fare
Paratransit Van Service	Equal to adult pre-paid full fare

*\*Pre-paid Passport prices include fare discount associated with Clipper/MuniMobile single ride full fare.*

**EFFECTIVE DATE**

Fare changes to Passports and Cable Car tickets will go into effect January of each year of the budget cycle. Unless otherwise noted, all other fare changes shall go into effect September of the first year of the budget cycle and July of the second year.

**Cost Recovery Fees**

All fees in this exhibit are calculated based on a cost recovery methodology.

***Residential Parking Permit Program*** (including Residential, Visitor, Business and Commercial Permit Fees): The Residential Parking Program was established in 1976 to provide greater parking availability for City residents and merchants by discouraging long-term parking by non- residents or commuters. Presently there are 30 residential parking permit areas in the City, plus one additional permit area currently under discussion. These parking permit fees are a cost recovery fee and proposed increases will offset the actual costs for enforcement and other expenses associated with the administration of the Residential Parking Program.

	<b>Current Fee</b>	<b>FY 2019 Proposed Effective July 1, 2018</b>	<b>FY 2020 Proposed Effective July 1, 2019</b>
<b>Residential Parking Permits</b>			
Motorcycle (Annual)	\$96	\$102	\$108
Motorcycle (Six-Months)	\$48	\$51	\$54
Resident/Business/Commercial Vehicle/School/Fire Station/Foreign Consulate/Medical & Childcare Provider (Annual)	\$128	\$136	\$144
Resident/Business/Commercial Vehicle/School/Fire Station/Foreign Consulate/Medical & Childcare Provider (Six months or less)	\$63	\$67	\$71
1- Day Flex Permit (price per permit for permits 1-5 purchased in a year)	\$6	\$6	\$6
1- Day Flex Permit (price per permit for permits 6-15 purchased in a year)	\$8	\$8	\$8
1- Day Flex Permit (price per permit for permits 16-20 purchased in a year)	\$11	\$12	\$13
Temporary/Visitor (2 weeks)	\$45	\$48	\$51
Temporary/Visitor (4 weeks)	\$65	\$69	\$73
Temporary/Visitor (6 weeks)	\$84	\$89	\$94
Temporary/Visitor (8 weeks)	\$109	\$116	\$123
Permit Transfer	\$22	\$23	\$24
Vanpool Permit-One Year	\$128	\$136	\$144
Vanpool Permit-Less than 6 Months	\$63	\$67	\$71
Farmer's Permit (quarterly)	\$199	\$211	\$224



**Contractor Parking Permit Program:** Parking permit available for licensed Contractors. Permit exempts holder from payment at parking meters and time limits in Residential Permit Parking areas. Permit fees are cost recovery and proposed increases will offset the actual costs for lost parking meter revenue, enforcement and other expenses associated with permit administration.

		<b>FY 2019 Proposed Effective July 1, 2018</b>	<b>FY 2020 Proposed Effective July 1, 2019</b>
<b>Contractor Parking Permits</b>	<b>Current Fee</b>		
Contractor (Annual/Renewal – full rate)	\$1,280	\$1,602	\$1,732
Contractor (6 months)	\$640	\$822	\$887
Contractor Permit Transfer	\$52	\$42	\$42

**Color Curb Program:** Residents, organizations, and business owners apply for various colored curb zones as authorized by the California Vehicle Code. These zones include white zones (passenger loading and unloading), green zones and meters (short-term parking), red zones (no parking), yellow zones (freight loading and unloading) and blue zones (parking for the disabled). The program's costs are funded by fees for white and green zones and for Driveway red zones charged to the requestors. Driveway red zones are painted on the sides of active driveways to provide additional clearance for entering and exiting vehicles. Aside from regular White Zones, there are also specialized white zones such as taxi zones, tour bus zones, school bus zones, shuttle stops and commuter shuttle zones (not administered by Color Curb Program). Although a white zone is established by request of a specific entity, this entity does not have an exclusive right to use it -- any motorist is allowed to use any white zone for passenger loading and offloading. Yellow zones do not require fees, and often initiated by Traffic Operations to reduce double parking which may delay Muni vehicles, block bike lanes, and hinder general traffic. The yellow zones generally serve all the merchants in the area, not a specific business. Blue Zones are spaces reserved for the holders of the Disabled Placard, they are established in areas that are attended by general public, such as commercial corridors, near government buildings, parks, hospitals etc. Blue Zones are not established in residential areas. Blue Zones do not require fees, and it is the Agency's policy to proactively increase number of compliant Blue Zones.

		<b>FY 2019 Proposed Effective July 1, 2018</b>	<b>FY 2020 Proposed Effective July 1, 2019</b>
<b>Color Curb Program White or Green Zones</b>	<b>Current Fee</b>		
White/Green Zones Application Fee: Flat Rate All Lengths	\$2,083	\$2,166	\$2,253
<b>White Zones Paint/Installation/Renewal Fee</b>			
Payment within 30 Days from Invoice			
1-22 Feet	\$563	\$586	\$609
23-44 Feet	\$1,129	\$1,174	\$1,221
45-66 Feet	\$1,693	\$1,761	\$1,831
>66 Feet	\$2,256	\$2,346	\$2,440
Payment After 30 Days from Invoice			
1-22 Feet	\$622	\$647	\$673
23-44 Feet	\$1,248	\$1,298	\$1,350
45-66 Feet	\$1,870	\$1,945	\$2,023

<b>Color Curb Program White or Green Zones</b>	<b>Current Fee</b>	<b>FY 2019 Proposed Effective July 1, 2018</b>	<b>FY 2020 Proposed Effective July 1, 2019</b>
>66 Feet	\$2,491	\$2,591	\$2,695
<b>Green Zones Paint/Installation/Renewal Fee</b>			
Payment within 30 Days from Invoice			
1-22 Feet	\$516	\$537	\$558
23-44 Feet T	\$1,034	\$1,075	\$1,118
45-66 Feet	\$1,550	\$1,612	\$1,676
>66 Feet	\$2,065	\$2,148	\$2,234
Payment After 30 Days from Invoice			
1-22 Feet	\$570	\$593	\$617
23-44 Feet	\$1,144	\$1,190	\$1,238
45-66 Feet	\$1,714	\$1,783	\$1,854
>66 Feet	\$2,284	\$2,375	\$2,470

<b>Red Zone Painting (Driveway Tips)</b>	<b>Current Fee</b>	<b>FY 2019 Proposed Effective July 1, 2018</b>	<b>FY 2020 Proposed Effective July 1, 2019</b>
Application Processing Fee	\$233	\$242	\$252
Painting Fee - Initial Painting per 6 linear feet or fraction thereof	\$216	\$225	\$234

**Temporary Street Closure:** A temporary street closure permit is required for events such as neighborhood block parties, street fairs, athletic or other events. The fee schedule imposes greater increases for late filed applications due to the increased SFMTA costs that result.

<b>Temporary Street Closure Fees</b>	<b>Current Fee</b>	<b>FY 2019 Proposed Effective July 1, 2018</b>	<b>FY 2020 Proposed Effective July 1, 2019</b>
<b>Neighborhood Block Party</b>			
More than 120 days in advance	\$192	\$99	\$99
90-120 days in advance	\$238	\$200	\$200
60-89 days in advance	\$299	\$300	\$325
30-59 days in advance	\$399	\$425	\$450
Fewer than 30 days in advance	\$798	\$850	\$875
<b>All Other Events</b>			
More than 120 days in advance	\$636	\$600	\$600
90-120 days in advance	\$789	\$850	\$850
60-89 days in advance	\$990	\$1,100	\$1,100
30-59 days in advance	\$1,200	\$1,350	\$1,350
7-29 days in advance	\$1,406	\$1,575	\$1,575

		<b>FY 2019 Proposed Effective July 1, 2018</b>	<b>FY 2020 Proposed Effective July 1, 2019</b>
<b>Temporary Street Closure Fees</b>	<b>Current Fee</b>		
Fewer than 7 days in advance	\$1,617	\$2,500	\$2,500

**Special Traffic Permits:** A Special Traffic Permit is required for any work that obstructs traffic on any street or sidewalk area due to construction, excavation, or other activity. A contractor must apply for a permit at least two business days prior to commencing work. To address situations when permit applications are submitted with less than two business days prior to the work, a late fee is assessed. The proposed increases in the special traffic permit fees are estimated to offset the cost of enforcement and other expenses associated with the administration of the program.

		<b>FY 2019 Proposed Effective July 1, 2018</b>	<b>FY 2020 Proposed Effective July 1, 2019</b>
<b>Special Traffic Permits</b>	<b>Current Fee</b>		
Base Permit Processing	\$294.50	\$322.00	\$333.00
Daily Fee	\$60.50	\$66.00	\$68.00
Late Fee	\$329.50	\$361.00	\$374.00

**Citation Community Service aka Project 20 Processing Fee.** (Previously approved by the SFMTA Board)

**Payment Plan:** Provides customers an extended period of time to pay parking and transit violations.

The processing fee charged by the SFMTA covered the administrative costs of processing the contract with the customer. The fees collected are being decreased in FY19 as required by AB503.

**Community Service Program:** JBR, under agreement with the SFMTA, provides options for eligible customers to perform community service in lieu of payment for parking and transit violations. The processing fee charged by the SFMTA covered the administrative costs of processing the contract with the customer, referral to the JBR office, and the processing of work credits by JBR. Note that fees collected are being decreased in FY19.

		<b>FY 2019 Proposed Effective July 1, 2018</b>	<b>FY 2020 Proposed Effective July 1, 2019</b>
<b>Citation Community Service (aka Project 20)</b>	<b>Current Fee</b>		
<b>Payment Plan</b>			
Fee Per Plan-Low Income	N/A	\$5	\$5
Fee Per Plan-Standard	\$62	\$25	\$25
<b>Community Service Plan*</b>			
Community Service Plan \$150 or less Owed		\$25	\$25
Community Service Plan \$151 to \$300 Owed	\$78 for \$400 or less owed	\$50	\$50

<b>Citation Community Service (aka Project 20)</b>	<b>Current Fee</b>	<b>FY 2019 Proposed Effective July 1, 2018</b>	<b>FY 2020 Proposed Effective July 1, 2019</b>
Community Service Plan \$301 to \$600 Owed	\$104 for \$401 - \$800 owed	\$75	\$75
Community Service Plan \$601 to \$1,000 Owed	\$155 for \$801-\$1,000	\$125	\$125

\*One fee waiver per year for low income customers.

The fees above represent cost recovery at 19% for the two-year period with unrecovered amount totaling an estimated \$1,365,113.

**Boot Removal Fee:** A fee to remove a boot from a vehicle with five or more citations. The fee offsets the cost of enforcement and other expenses associated with the administration of the program.

<b>Description</b>	<b>Current Fee</b>	<b>FY 2019 Proposed Effective July 1, 2018</b>	<b>FY 2020 Proposed Effective July 1, 2019</b>
Boot Removal Fee	\$465	\$505	\$515

**Towing and Storage Fees:** (Approved by the SFMTA Board on March 15, 2016) The SFMTA contracts to provide vehicle towing and storage services. SFMTA’s administrative, towing and storage fees are to recover the SFMTA costs. The minimum fee to recover a towed vehicle includes the Administrative Fee and Base Tow Fee.

**Administrative Fees:**

<b>Description</b>	<b>Current Fee</b>	<b>FY 2019 Proposed Effective July 1, 2018</b>	<b>FY 2020 Proposed Effective July 1, 2019</b>
First Tow/Low Income (reduced fee available only to registered owner)	\$89.00	\$93.75	\$98.75
First Tow (reduced fee available only to registered owner or registered owner’s agent claiming the towed vehicle)	\$177.00	\$186.75	\$196.50
Administrative Fee (other than First Tow or First Tow/Low Income)	\$269.00	\$283.75	\$298.75

<b>Tow Fees: Description</b>	<b>Current Fee</b>	<b>FY 2019 Proposed Effective July 1, 2018</b>	<b>FY 2020 Proposed Effective July 1, 2019</b>
Base Tow Fee - Passenger Vehicles Under 10,000 GVW (e.g. cars, light duty trucks, passenger vehicles w/ trailers, unattached trailers, motorcycles and scooters) – Up to 1 Hour	\$214.00	\$229.00	\$238.25
Each Additional 1/4 Hour Labor Required	\$50.50	\$56.00	\$58.25
<b>Description</b>	<b>Current Fee</b>	<b>FY 2019 Proposed Effective July 1, 2018</b>	<b>FY 2020 Proposed Effective July 1, 2019</b>
Medium Duty Vehicles Over 10,000 GVW (e.g. trucks, buses and unattached trailers) - Up to 1 Hour	\$275.75	\$344.75	\$358.50
Each Additional 1/4 Hour Labor Required	\$62.75	\$69.75	\$72.50
Heavy Duty Vehicles Over 26,000 GVW (e.g. buses, tractor trucks and/or trailers ) - Up to 1 Hour	\$436.50	\$545.75	\$567.50
Each Additional 1/4 Hour Labor Required	\$76.25	\$84.75	\$88.25
Dolly	\$53.25	\$74.50	\$77.50
Flatbed	\$53.25	\$99.25	\$103.25

**Storage Fee (waived if vehicle is picked up within four hours of arrival at storage facility):**

<b>Description</b>	<b>Current Fee</b>	<b>FY 2019 Proposed Effective July 1, 2018</b>	<b>FY 2020 Proposed Effective July 1, 2019</b>
Storage Fee – Motorcycles/Scooters – first 24 hours or part thereof	\$22.75	\$19.50	\$20.00
Storage Fee – Motorcycles/Scooters – every full calendar day (or part thereof) following the first 24 hours	\$27.25	\$23.25	\$24.00
Storage Fee – Passenger/Light/Duty Vehicles (other than motorcycles/scooters) first 24 hours or part thereof	\$59.25	\$50.75	\$52.25

<b>Description</b>	<b>Current Fee</b>	<b>FY 2019 Proposed Effective July 1, 2018</b>	<b>FY 2020 Proposed Effective July 1, 2019</b>
Storage Fee – Light Duty Vehicles (other than motorcycles/scooters) every full calendar day (or part thereof) following the first 24 hours	\$71.00	\$60.75	\$62.50
Storage Fee – Medium Duty Vehicles – first 24 hours or part thereof	\$82.00	\$70.00	\$72.25
Storage Fee – Medium Duty Vehicles – every full calendar day (or part thereof) following the first 24 hours	\$98.25	\$84.00	\$86.50
Storage Fee – Heavy Duty Vehicles – first 24 hours or part thereof	\$120.75	\$103.25	\$106.25
Storage Fee – Heavy Duty Vehicles – every full calendar day (or part thereof) following the first 24 hours	\$144.75	\$123.75	\$127.50

**Vehicle Transfer Fees (vehicles transferred to long-term storage facility after 48 hours at primary storage facility):**

<b>Description</b>	<b>Current Fee</b>	<b>FY 2019 Proposed Effective July 1, 2018</b>	<b>FY 2020 Proposed Effective July 1, 2019</b>
Passenger/Light Duty Vehicles	\$29.25	\$32.50	\$33.75
Medium Duty Vehicles	\$119.50	\$132.75	\$138.00
Heavy Duty Vehicles	\$193.00	\$214.25	\$222.75

**Auction Sales Service Fee (Based on vehicle sale amount):**

<b>Description</b>	<b>Current Fee</b>	<b>FY 2019 Proposed Effective July 1, 2018</b>	<b>FY 2020 Proposed Effective July 1, 2019</b>
\$0 - \$249.99	No charge	No charge	No charge
\$250 - \$499.99	\$115.00	\$127.75	\$132.75
\$500 - \$999.99	\$150.00	\$166.50	\$173.25
\$1,000 - \$1,499.99	\$200.00	\$222.00	\$231.00
\$1,500 - \$1,999.99	\$260.00	\$288.50	\$300.00
\$2,000 - \$2,499.99	\$325.00	\$360.75	\$375.25
\$2,500 - \$4,999.99	\$410.00	\$455.00	\$473.25
\$5,000 and above	\$670.00	\$743.75	\$773.50

**Lien Fees:**

<b>Description</b>	<b>Current Fee</b>	<b>FY 2019 Proposed Effective July 1, 2018</b>	<b>FY 2020 Proposed Effective July 1, 2019</b>
Vehicles valued at \$4000 or less - Initiation after 72 Hours	\$35	\$35	\$35
Vehicles valued at \$4000 or less – Completion *	\$35	\$35	\$35
Vehicles valued at more than \$4000 - Initiation after 72 Hours	\$50	\$50	\$50
Vehicles valued at more than \$4000 – Completion	\$50	\$50	\$50

**Tow-Backs:**

<b>Description</b>	<b>Current Fee</b>	<b>FY 2019 Proposed Effective July 1, 2018</b>	<b>FY 2020 Proposed Effective July 1, 2019</b>
Tow-back service for Light Duty Vehicles – first hour (or part thereof) of labor	\$214.00	\$237.50	\$247.00
Tow-back service for Light Duty Vehicles – each additional 1/4 hour (or part thereof) of labor	\$50.50	\$56.00	\$58.25
Tow-back service for Medium Duty Vehicles – first hour (or part thereof) of labor	\$275.75	\$344.75	\$358.50
Tow-back service for Medium Duty Vehicles – each additional 1/4 hour (or part thereof) of labor	\$62.75	\$69.75	\$72.50
Tow-back service for Heavy Duty Vehicles – first hour (or part thereof) of labor	\$436.50	\$545.75	\$567.50
Tow-back service for Heavy Duty Vehicles – each additional 1/4 hour (or part thereof) of labor	\$76.25	\$84.75	\$88.25
Additional per-mile fee after 6 miles for any portion of tow back occurring outside the limits of the City	\$10.00	\$11.00	\$11.50

The towing, storage, vehicle transfer, auction sales service, lien, and tow-back fees above represent cost overall recovery at 87% for the two-year period with unrecovered amount totaling an estimated \$7,062,559.

**Special Collection Fee:** These are fees assessed to delinquent parking citation collections. In addition to standard indexing, an additional \$2 increase is being applied to the second late penalty to recover fees charged by the Department of Motor Vehicles for the placement of registration holds.

Description	Current Fee	FY 2019 Proposed Effective July 1, 2018	FY 2020 Proposed Effective July 1, 2019
After the 1 <sup>st</sup> payment due date	\$32	\$33	\$35
After the 2 <sup>nd</sup> payment due date	\$43	\$47	\$49
Special Collection Fee - after the 2 <sup>nd</sup> payment due date	\$49	\$49	\$49

**Service Vehicle Rental Fee:** The amounts proposed are projected to recover costs associated with maintenance, operations and administering vehicle rental. A separate category named Vintage Street Car is created to reflect higher preparatory and chartering costs than that of Historical Street Car.

Description	Current Fee	FY 2019 Proposed Effective July 1, 2018	FY 2020 Proposed Effective July 1, 2019
Cable Car Two-Hour Minimum Rental Fee	\$785.00	\$891.50	\$891.50
Cable Car Each Additional Hour Rental Fee	\$392.50	\$445.75	\$445.75
Historical Street Car Two-Hour Minimum Rental Fee	\$384.50	\$462.50	\$462.50
Historical Street Car Each Additional Hour Rental	\$192.25	\$231.25	\$231.25
Vintage Street Car Two-Hour Minimum Rental Fee	Used Historical Fee	\$985.00	\$995.75
Vintage Street Car Each Additional Hour Rental Fee	Used Historical Fee	\$492.50	\$497.75
Motor Bus Two-Hour Minimum Rate	\$414.00	\$373.00	\$373.00
Motor Bus Each Additional Hour Rental Fee	\$207.00	\$186.50	\$186.50
Light Rail Vehicle Two-Hour Minimum Rate	\$937.75	\$791.25	\$791.25
Light Rail Vehicle Each Additional Hour Rental	\$468.75	\$395.50	\$395.50
Trolley Bus Two-Hour Minimum Rate	\$345.00	\$359.00	\$359.00
Trolley Bus Each Additional Hour Rental Fee	\$172.50	\$179.50	\$179.50
GO-4 Two-Hour Minimum Rate	\$215.00	\$217.50	\$225.75
GO-4 Each Additional Hour Rental Fee	\$107.50	\$108.75	\$113.00

**Parklet Installation Fee:** This fee reimburses the SFMTA for costs associated with the removal of metered parking spaces and installation of a parklet including staff time for planning, design, and engineering analysis, and the physical removal and relocation of any parking meter. The amount for this fee is currently for the removal of up to two parking spaces. If the installation of a parklet exceeds



two parking spaces, an additional fee is imposed per additional parking space.

Description	Current Fee	FY 2019 Proposed Effective July 1, 2018	FY 2020 Proposed Effective July 1, 2019
Removal of up to two parking spaces	\$1,942	\$1,990	\$2,065
Additional Parking Space	\$970 per parking space	\$1,000 per parking space	\$1,050 per parking space

**Commuter Shuttle:** Fee per stop charged to shuttles authorized by permit to use Muni bus stops.

Description	Current Fee	FY 2019 Proposed Effective July 1, 2018	FY 2020 Proposed Effective July 1, 2019
Commuter Shuttle	\$7.31	\$7.65	\$7.75

**Administrative Penalty for Obstruction of Traffic without a Permit:** Any person who violates Division I, Section 7.2.71 may be subject to the issuance of a citation and imposition of an administrative penalty. The designated officer or employee may issue an admonishment or direct corrective action in lieu of the issuance of a citation. The Director of Transportation is authorized to designate officers or employees of the Municipal Transportation Agency to enforce Division I, Section 7.2.71.

Description	Current Fee	FY 2019 Proposed Effective July 1, 2018	FY 2020 Proposed Effective July 1, 2019
Administrative penalty for obstruction without permit	\$500	\$1,000 per incident, not to exceed \$5,000 per day	\$1,000 per incident, not to exceed \$5,000 per day

### Taxi Fees

Permit Type*	Current Fee	FY 2019 Proposed Effective July 1, 2018	FY 2020 Proposed Effective July 1, 2019
Driver Permit Application**	N/A	N/A	N/A
Monthly Taxi Medallion Use Fee (8000 series)***	\$1,000	\$1,000	\$1,000
Dispatch Applications	\$6,773	\$7,044	\$7,326
Color Scheme Change	\$454	\$472	\$491
Lost Medallions	\$119	\$124	\$129
New Color Schemes - 1 to 5 Medallions	\$2,149	\$2,235	\$2,324
New Color Schemes - 6 to 15 Medallions	\$3,152	\$3,278	\$3,409

<b>Permit Type*</b>	<b>Current Fee</b>	<b>FY 2019 Proposed Effective July 1, 2018</b>	<b>FY 2020 Proposed Effective July 1, 2019</b>
New Color Schemes - 16 to 49 Medallions	\$6,311	\$6,563	\$6,826
New Color Schemes - 50 or more Medallions	\$7,885	\$8,200	\$8,528
<b>Renewal Application:</b>			
Driver Renewal	\$117	\$122	\$127
Permit Holders Renewals	\$1,134	\$1,179	\$1,227
Color Schemes Renewal - 1 to 5 Medallions	\$1,768	\$1,839	\$1,912
Color Scheme Renewal - 6 to 15 Medallions	\$2,598	\$2,702	\$2,810
Color Scheme Renewal - 16 to 49 Medallions	\$5,400	\$5,616	\$5,841
Color Scheme Renewal - 50 to 149 Medallions	\$8,100	\$8,424	\$8,761
Color Scheme Renewal - 150 or more Medallions	\$10,800	\$11,232	\$11,681
Dispatch Renewals	\$7,483	\$7,782	\$8,094
Monthly Taxi Medallion Use Fee Upon Death, Suspension, or Revocation of Medallion Holder	\$750	\$750	\$750

\* In order to recover the cost of appeals, a \$3.50 surcharge will be added to the above amounts, except the "Monthly Taxi Medallion Use Fee (8000 series)".

\*\*On April 15, 2014, the Board of Directors, by Resolution No. 14-060, authorized the Director of Transportation to waive the new taxi driver permit application fees until in the judgment of the Director of Transportation that the supply of drivers is adequate to fill available taxi shifts.

\*\*\* Notwithstanding the fee listed above for "Monthly Taxi Medallion Use Fee (8000 Series)," said fee shall be \$1,000 until June 30, 2020, \$100 of which shall be paid into the Driver Fund.

The fees above represent cost recovery at 43% for the two-year period with unrecovered amount totaling an estimated \$8,209,683.

**Other Fees**

***Parking Meter Use fee (Section 312) and Temporary Exclusive Use of Parking Meter fee (Section 904):*** Fee charged to contractors and others when they make a parking meter unavailable for public parking. Also used to calculate the City vehicle parking permit.

<b>Description</b>	<b>Current Fee</b>	<b>FY 2019 Proposed Effective July 1, 2018</b>	<b>FY 2020 Proposed Effective July 1, 2019</b>
Parking Meter Use Fee per day per Meter	\$11	\$11	\$12

***SFMTA Parking Permit Fee:*** SFMTA charges this permit fee to qualifying City employees or departments for parking privileges, and is based on the daily Parking Meter Use Fee set forth in Section 312, calculated based on a five day per week period for fifty-two weeks per year.

<b>Description</b>	<b>Current Fee</b>	<b>FY 2019 Proposed Effective July 1, 2018</b>	<b>FY 2020 Proposed Effective July 1, 2019</b>
SFMTA Parking Permit Fee	\$2,860	\$2,860	\$3,120

**Intellectual Property License Fee (Film Permits)** (e.g. for films, TV shows, ads featuring SFMTA) - currently referred to as “Image Fee” and charged by the Film Commission in conjunction with permits for filming that involve visual images of SFMTA trademarks and service marks. (Note that the SFMTA is eliminating the TV series, etc. fees for non-profits and government agencies.)

<b>Description</b>	<b>Current Fee</b>	<b>FY 2019 Proposed Effective July 1, 2018</b>	<b>FY 2020 Proposed Effective July 1, 2019</b>
Television Series/Movie/Pilot/Documentary based on the project’s budget (in excess of \$500,000) submitted to the Film Commission	\$1,290 per permit issued by Film Commission	\$1,342 per permit issued by Film Commission	\$1,396 per permit issued by Film Commission
Television Series/Movie/Pilot/Documentary based on the project’s budget (between \$100,000 and \$500,000) submitted to the Film Commission	\$645 per permit issued by Film Commission	\$671 per permit issued by Film Commission	\$698 per permit issued by Film Commission
Television Series/Movie/Pilot/Documentary based the project’s budget (less than \$100,000) submitted to the Film Commission	\$323 per permit issued by Film Commission	\$336 per permit issued by Film Commission	\$349 per permit issued by Film Commission
Commercials	\$645 per permit issued by Film Commission	\$671 per permit issued by Film Commission	\$698 per permit issued by Film Commission
Still Photography/Corporate/Music Video/Industrial/Web Content/Short (40 minutes or less)	\$323 per permit issued by Film Commission	\$336 per permit issued by Film Commission	\$349 per permit issued by Film Commission
Travel shows promoting San Francisco, as determined by the Film Commission.	\$323 per permit issued by Film Commission	\$100 per permit issued by Film Commission	\$100 per permit issued by Film Commission

<b>Description</b>	<b>Current Fee</b>	<b>FY 2019 Proposed Effective July 1, 2018</b>	<b>FY 2020 Proposed Effective July 1, 2019</b>
By qualified students when (i) the Film Commission permit is accompanied by a letter from a college or university professor confirming that the film is a student project, and (ii) insurance coverage from the college or university is provided as determined by the Film Commission	Waived	Waived	Waived
By qualified college or university students other than as described above as determined by the Film Commission	\$54 per permit issued by Film Commission	\$56 per permit issued by Film Commission	\$58 per permit issued by Film Commission
By qualified Non-Profit or Government Agency (or Public Service Announcement) as determined by the Film Commission*	\$108 per permit issued by Film Commission	\$0	\$0

\* The Film Commission requested that these fees be \$0, revenue loss impact at \$8K for both fiscal years.

**Vehicle Press Permit:** Fee charged to members of the press who have been approved by the SFPD to receive a press permit.

<b>Description</b>	<b>Current Fee</b>	<b>FY 2019 Proposed Effective July 1, 2018</b>	<b>FY 2020 Proposed Effective July 1, 2019</b>
Vehicle Press Permit	\$62	\$64	\$67

**Clipper® card and Lifeline ID card Replacement Fee:** Fee charged to customers for replacing lost or damaged cards. (Note that the Clipper card replacement fee is a new fee.)

<b>Description</b>	<b>Current Fee</b>	<b>FY 2019 Proposed Effective July 1, 2018</b>	<b>FY 2020 Proposed Effective July 1, 2019</b>
Clipper® card and Lifeline ID Replacement Fee	\$5	\$5	\$5

**Parking Space Removal/Relocation Fee:** Fee charged for establishing parking spaces for relocation of color curb zones.

Description	Current Fee	FY 2017 Proposed Effective July 1, 2016	FY 2018 Proposed Effective July 1, 2017
(Establish) Parking Space for temporary relocation of colored curb zones	\$592	\$613	\$630
(Establish) Parking Space for permanent relocation of colored curb zones, including painting	\$592	\$613	\$630

**Temporary No-Parking Sign Posting Fee:** Residents, organizations and business owners apply for temporary No Parking Tow Away signs in order to reserve the necessary parking space for special events such as parades, marathons, commercial or residential moves, corporate events, funerals, and other similar needs. The program is funded by cost recovery. This fee structure encourages applicants to apply earlier for their Special Event Temporary Signage – ISCOTT, and allow staff adequate time to process requests, produce signs and post signs. The fee structure charges applicants less if they apply 14 days or more before their event, and charges more to the applicant if they apply 13 days or less from their event. For applicants submitting requests through the 311 system, the Temporary Sign Posting fee structure for up to 3 days remains the same based on number of signs requested, but fees increase annually. Listed is the additional fee for 4 to 7 days. There is a design change fee if the applicant requests a change to the information that was already processed and approved by the Temporary Sign Program.

Description	Current Fee	FY 2019 Proposed Effective July 1, 2018	FY 2020 Proposed Effective July 1, 2019
<b>Application filed 14 days before an event approved by ISCOTT</b>			
1-4 Signs	\$255	\$268	\$281
5-9 Signs	\$341	\$358	\$376
10-15 Signs	\$426	\$447	\$469
16-21 Signs	\$511	\$537	\$564
22-28 Signs	\$595	\$625	\$656
29-35 Signs	\$681	\$715	\$751
36-43 Signs	\$767	\$805	\$845
44-51 Signs	\$852	\$895	\$940
52 or More Signs	\$14 for each additional sign	\$15 for each additional sign	\$16 for each additional sign
Self-Posting Fee for Special Events	\$10 per sign	\$10 per sign	\$10 per sign

Description	Current Fee	FY 2019 Proposed Effective July 1, 2018	FY 2020 Proposed Effective July 1, 2019
<b>Application filed 13 or fewer days before an event approved by ISCOTT</b>			
1-4 Signs	\$355	\$373	\$392
5-9 Signs	\$441	\$463	\$486
10-15 Signs	\$526	\$552	\$580
16-21 Signs	\$611	\$642	\$674
22-28 Signs	\$695	\$730	\$767
29-35 Signs	\$781	\$820	\$861
36-43 Signs	\$867	\$910	\$956
44-51 Signs	\$952	\$1,000	\$1,050
52 or More Signs	\$14 for each additional sign	\$15 for each additional sign	\$16 for each additional sign
Self-Posting Fee for Special Events	\$10 per sign	\$10 per sign	\$10 per sign
<b>Application Filed for 311 Temporary Signs (Up to 3 Days)</b>			
1-4 Signs	\$262	\$275	\$289
5-9 Signs	\$349	\$366	\$384
10-15 Signs	\$437	\$459	\$482
16-21 Signs	\$525	\$551	\$579
22-28 Signs	\$610	\$641	\$673
29-35 Signs	\$699	\$734	\$771
36-43 Signs	\$786	\$825	\$866
44-51 Signs	\$874	\$918	\$964
52 or More Signs	\$14 for each additional sign	\$15 for each additional sign	\$16 for each additional sign
Application Filed for 311 Temporary Signs Additional Fee (4 to 7 days)	N/A	\$50	\$50
Design Change Fee	\$50	\$50	\$50
Self-Posting Fee	\$10 per sign	\$10 per sign	\$10 per sign

**On Street Car share Permit:** Qualified Vehicle Sharing Organizations (as defined and conditioned in Transportation Code Sections 901 and 911) are eligible for these permits, which designate reserved on-street parking spaces for the exclusive use of the permittee's shared vehicles. The permit fee covers program administration costs, parking space marking materials and labor, and marginal enforcement costs. Permits are granted for one year terms which expire on June 30 of each fiscal year unless otherwise renewed or revoked, and billed monthly in advance at the monthly rate appropriate to the permit zone (TRC Sec 911(a)(5)) in which the permitted parking space is located.

Description	Current monthly Fee	FY 2019 Proposed Effective July 1, 2018	FY 2020 Proposed Effective July 1, 2019
On-Street Car share Permit – Zone 1	\$285	\$336	\$386
On-Street Car share Permit – Zone 2	\$180	\$212	\$244
On-Street Car share Permit – Zone 3	\$50	\$59	\$68

**Shared Electric Moped Parking Permit:** Qualified Shared Electric Moped Organizations (as defined and conditioned in Transportation Code Sections 901 and 915) are eligible for these permits, which exempt permitted shared electric mopeds from some on-street parking regulations. The permit fee covers program administration costs, permit printing costs, and meter revenue recovery for meters exempted by the permit. Permits are granted for one year terms which expire on June 30 of each fiscal year unless otherwise renewed or revoked; for any permit granted on or after January 1 of any year, the 6-month fee will be levied.

Description	Current Fee	FY 2019 Proposed Effective July 1, 2018	FY 2020 Proposed Effective July 1, 2019
Annual	\$338	\$352	\$366
6-Months	\$168	\$175	\$182

**Maps:** Amount charged for purchase of a Muni map. This fee has been in place for many years.

Description	Current Fee	FY 2019 Proposed Effective July 1, 2018	FY 2020 Proposed Effective July 1, 2019
Map	\$3	\$3	\$3

**Vendor Commissions:** Commission paid to the vendors for selling SFMTA items.

Description	Current Fee	FY 2019 Proposed Effective July 1, 2018	FY 2020 Proposed Effective July 1, 2019
All items (excluding maps)	\$0.75	\$0.75	\$0.75
Map	\$1.50	\$1.50	\$1.50

**Bus Rerouting:** Fee charged to events which require rerouting of trolley bus service due to street closure, substitution to motor coach. The fee is based on the NTD differential between the hourly rate to operate a trolley bus and a motor coach.

Description	Current Fee	FY 2019 Proposed Effective July 1, 2018	FY 2020 Proposed Effective July 1, 2019
Motor Coach Substitution	\$33.75	\$35.00	\$36.50

**Demand-Responsive Parking Meter Rates** (Note that the SFMTA Board previously approved these fees): SFMTA charges the lowest possible hourly rate to achieve the right level of parking availability. In areas where open parking spaces are plentiful, rates will decrease until some of the empty spaces fill. In areas and at times where it is difficult to find a parking space, rates will increase incrementally until at least one space is available on each block most of the time.

Description	Current Band	FY 2019 Proposed Effective July 1, 2018	FY 2020 Proposed Effective July 1, 2019
Demand Based Band	\$0.50-\$8	\$0.50-\$8	\$0.50-\$8

**Electric Vehicle Chargers in Garages:** Electric vehicle chargers are provided in many public garages to support EV and Hybrid vehicle drivers who want to recharge their battery while parked during their visit to the garage. This fee reimburses the MTA for the cost of providing and maintaining the EV charger equipment, the network infrastructure that supports the chargers, as well as the actual electricity being accessed via the chargers.

Description	Current Fee	FY 2019 Proposed Effective July 1, 2018	FY 2020 Proposed Effective July 1, 2019
Fee per Charging Session	\$1.89	\$1.95	\$2.00
Plus, actual cost of electricity used, up to maximum of	\$2.75	\$5.00	\$5.00

**Replacement Fee for Lost SFMTA Badge:** New fee for SFMTA employees to recover costs for issuing badge replacements.

Description	Current Fee	FY 2019 Proposed Effective July 1, 2018	FY 2020 Proposed Effective July 1, 2019
Fee for 1 <sup>st</sup> Occurrence	One fee at \$5.50	\$10.00	\$10.00
Fee for 2 <sup>nd</sup> Occurrence		\$15.00	\$15.00
Fee for 3 <sup>rd</sup> Occurrence		\$20.00	\$20.00



**Private Transit Vehicle Permit Program:** This is a permit program for privately-owned, shared vehicles for hire ((Private transit vehicles or PTVs) wherein companies are required to apply for and receive a permit prior to operating private transit service within the City. This fee reimburses the SFMTA for staff time including on-street enforcement, electronic enforcement through data analysis, planning, route analysis, policy and permit review.

Description	Current Fee	FY 2019 Proposed Effective July 1, 2018	FY 2020 Proposed Effective July 1, 2019
Permit Application Fee*	\$5,000	\$5,000	\$5,000
<b>Annual Fee</b>			
1 to 5 Vehicles	\$10,000	\$10,000	\$10,000
6 to 25 Vehicles	\$25,000	\$25,000	\$25,000
26 to 50 Vehicles	\$50,000	\$50,000	\$50,000
50 to 100 Vehicles	\$90,000	\$90,000	\$90,000
100 to 150 Vehicles	\$185,000	\$185,000	\$185,000
151 to 250 Vehicles	\$240,000	\$240,000	\$240,000

\* Permit Application Fee is a non-refundable fee that is applied towards the Vehicle Permit Fee amount when approved.

**Planning/Development Transportation Analysis Review Fee:** This new fee reimburses the SFMTA for staff costs related to the review of environmental review documents and supporting analysis for development projects and area plans. This includes SFMTA staff review of and comment on Transportation Studies, environmental mitigations, transportation-related sections within programmatic or project-level environmental documents, as well as SFMTA staff participation in interdepartmental meetings on these subjects. There are two tiers of fees: Transportation Review Fee for projects are multi-phased and require large infrastructure investment, or that are of statewide, regional, or area wide significance as defined in CEQA, or that require analysis of several transportation topics within a geographic area that extends beyond the project block; and Site Circulation Review Fee for projects that require limited, localized analysis of a few transportation topics circulation memos that focus analysis on a few specific transportation topics, such as loading.

Description	Current Fee*	FY 2019 Proposed Effective July 1, 2018	FY 2020 Proposed Effective July 1, 2019
Fee per Case-Transportation Review	\$4,905	\$14,800	\$15,500
Fee per Case-Site Circulation Review	\$0	\$2,950	\$3,050

\*There is only one fee currently charged which is \$4,905. The current fee, which was initially

established in 1993, no longer represents the many changes in environmental review requirements and the need for more substantial SFMTA staff time to review documents and supporting analysis. The significant change in the fee amount reflects cost recovery of SFMTA actual costs.

**Development Project Review Fee:** This fee reimburses the SFMTA for staff costs related to review of documents associated with a development project’s proposed land use and transportation program, not including environmental review documents. This includes SFMTA staff review of and comment on Preliminary Project Assessments (PPAs), site designs, project interface with streets, and participation in interagency meetings on these topics.

<b>Description</b>	<b>Current Fee</b>	<b>FY 2019 Proposed Effective July 1, 2018</b>	<b>FY 2020 Proposed Effective July 1, 2019</b>
Fee per Case	N/A	\$960	\$1,000

**Stationless Bicycle Share Program Permit:** Stationless Bicycle Share Operators are required to obtain this permit to offer more than ten Stationless Shared Bicycles for hire in San Francisco. The permit fee reimburses SFMTA for costs associated with reviewing, approving, issuing and enforcing the terms of initial permits and annual permit renewals. Permit fees vary by the number of Stationless Shared Bicycles put into service.

<b>Description</b>	<b>Current Fee</b>	<b>FY 2019 Proposed Effective July 1, 2018</b>	<b>FY 2020 Proposed Effective July 1, 2019</b>
<b>Permit Application Fee</b>			
Less than 500 bicycles	\$12,208	\$12,593	\$13,068
500 to 1,500 bicycles	\$13,787	\$14,223	\$14,759
1,500 to 2,500 bicycles	\$15,702	\$16,199	\$16,810
2,500 to 3,500 bicycles	\$17,280	\$17,829	\$18,501
3,500 or more bicycles	\$19,558	\$20,179	\$20,940
<b>Annual Renewal Fee</b>			
Less than 500 bicycles	\$9,725	\$10,033	\$10,411
500 to 1,500 bicycles	\$11,303	\$11,662	\$12,102
1,500 to 2,500 bicycles	\$13,219	\$13,639	\$14,153
2,500 to 3,500 bicycles	\$14,797	\$15,268	\$15,844
3,500 or more bicycles	\$17,074	\$17,676	\$18,283

**Enclosure 4.**

**Citations and Fines\***  
*Based on Indexing Calculation when Allowable*

**PEDESTRIANS AND SIDEWALKS**

<b>TRANSPORTATION CODE SECTION</b>	<b>DESCRIPTION</b>	<b>Current Fine Amount</b>	<b>FY 2019 Proposed Effective July 1, 2018</b>	<b>FY 2020 Proposed Effective July 1, 2019</b>
Div I 7.2.10	Pedestrian Crossings	\$66	\$69	\$72
Div I 7.2.11	Electric Assistive Personal Mobility Devices	\$66	\$69	\$72
Div I 7.2.12	Bicycle Riding Restricted	\$100	\$100	\$100
Div I 7.2.13	NUV Violation	\$66	\$69	\$72

**ON-STREET PARKING**

<b>TRANSPORTATION CODE SECTION</b>	<b>DESCRIPTION</b>	<b>Current Fine Amount</b>	<b>FY 2019 Proposed Effective July 1, 2018</b>	<b>FY 2020 Proposed Effective July 1, 2019</b>
Div I 7.2.20	Residential Parking	\$84	\$87	\$90
Div I 7.2.22	Street Cleaning	\$73	\$76	\$79
Div I 7.2.23(a)	Parking Meter- Downtown Core	\$84	\$87	\$90
Div I 7.2.23(b)	Parking Meter- Outside Downtown Core	\$73	\$76	\$79
Div I 7.2.25	Red Zone	\$110	\$110	\$110
Div I 7.2.26	Yellow Zone	\$98	\$102	\$106
Div I 7.2.27	White Zone	\$110	\$110	\$110
Div I 7.2.28	Green Zone	\$84	\$87	\$90

<b>TRANSPORTATION CODE SECTION</b>	<b>DESCRIPTION</b>	<b>Current Fine Amount</b>	<b>FY 2019 Proposed Effective July 1, 2018</b>	<b>FY 2020 Proposed Effective July 1, 2019</b>
Div I 7.2.29	Parking for Three Days	\$110	\$110	\$110

<b>TRANSPORTATION CODE SECTION</b>	<b>DESCRIPTION</b>	<b>Current Fine Amount</b>	<b>FY 2019 Proposed Effective July 1, 2018</b>	<b>FY 2020 Proposed Effective July 1, 2019</b>
Div I 7.2.30(a)	Overtime Parking Downtown Core	\$84	\$87	\$90
Div I 7.2.30(b)	Overtime Parking Outside Downtown Core	\$73	\$76	\$79
Div I 7.2.30(c)	Overtime Meter Parking Downtown Core	\$84	\$87	\$90
Div I 7.2.30(d)	Overtime Meter Parking Outside Downtown Core	\$73	\$76	\$79
Div I 7.2.32	Angled Parking	\$66	\$69	\$72
Div I 7.2.33	Blocking Residential Door	\$52	\$54	\$56
Div I 7.2.34	Median Dividers and Islands	\$84	\$87	\$90
Div I 7.2.35	Parking on Grades	\$66	\$69	\$72
Div I 7.2.36	100 Feet Oversize	\$110	\$110	\$110
Div I 7.2.37	Motorcycle Parking	\$110	\$110	\$110
Div I 7.2.38	Parking in Stand	\$110	\$110	\$110
Div I 7.2.39	Parking Transit- Only	\$110	\$110	\$110
Div I 7.2.40	Tow-Away Zone- Downtown Core	\$109	\$110	\$110
Div I 7.2.41	Tow-Away Zone- Outside Downtown Core	\$98	\$102	\$106
Div I 7.2.42	Parking Restrictions	\$98	\$102	\$106
Div I 7.2.43	Parking-Public Property	\$73	\$76	\$79

<b>TRANSPORTATION CODE SECTION</b>	<b>DESCRIPTION</b>	<b>Current Fine Amount</b>	<b>FY 2019 Proposed Effective July 1, 2018</b>	<b>FY 2020 Proposed Effective July 1, 2019</b>
Div I 7.2.44	Misuse Disabled Parking Placard/License	\$875	\$866	\$866
Div I 7.2.45	Temporary Parking Restriction	\$73	\$76	\$79
Div I 7.2.46	Temporary Construction Zone	\$73	\$76	\$79
Div I 7.2.47	Remove Chalk	\$110	\$110	\$110
Div I 7.2.48	Repairing Vehicle	\$89	\$93	\$97
Div I 7.2.49	Permit on Wrong Car	\$110	\$110	\$110
Div I 7.2.50	Invalid Permit	\$110	\$110	\$110
Div I 7.2.51	Parking Marked Space	\$66	\$69	\$72
Div I 7.2.52	On-Street Car Share	\$110	\$110	\$110
Div I 7.2.54	Large Vehicle	\$110	\$110	\$110

#### **OFF-STREET PARKING**

<b>TRANSPORTATION CODE SECTION</b>	<b>DESCRIPTION</b>	<b>Current Fine Amount</b>	<b>FY 2019 Proposed Effective July 1, 2018</b>	<b>FY 2020 Proposed Effective July 1, 2019</b>
Div I 7.2.60	Parking Facility Charges	\$66	\$69	\$72
Div I 7.2.61	Entrance/Exit Parking Facility	\$100	\$100	\$100
Div I 7.2.62	Blocking Space Parking Facility	\$66	\$69	\$72
Div I 7.2.63	Speeding within Parking Facility	\$100	\$100	\$100
Div I 7.2.64	Block Charging Bay	\$110	\$110	\$110
Div I 7.2.65	Overtime Parking- Off Street Parking Meter	\$73	\$76	\$79
Div I 7.2.66	Misuse Disabled Parking Placard/License Plate	\$875	\$866	\$866

<b>TRANSPORTATION CODE SECTION</b>	<b>DESCRIPTION</b>	<b>Current Fine Amount</b>	<b>FY 2019 Proposed Effective July 1, 2018</b>	<b>FY 2020 Proposed Effective July 1, 2019</b>
Div II 1009	SFMTA Property	\$73	\$76	\$79

### TRAFFIC REGULATIONS

<b>TRANSPORTATION CODE SECTION</b>	<b>DESCRIPTION</b>	<b>Current Fine Amount</b>	<b>FY 2019 Proposed Effective July 1, 2018</b>	<b>FY 2020 Proposed Effective July 1, 2019</b>
Div I 7.2.70	Obstruction of Traffic-Vehicle	\$110	\$110	\$110
Div I 7.2.71	Obstruction of Traffic Without	\$605	\$629	\$654
Div I 7.3.3	Obstruction of Traffic Without Permit	\$1,000, or six months in jail, or both (4th or more offenses within one	\$1,000, or six months in jail, or both (4th or more offenses within one year)	\$1,000, or six months in jail, or both (4th or more offenses within one year)
Div I 7.2.72	Driving in Transit- Only Area	\$79	\$82	\$85
Div I 7.2.73	Driving Through Parades	\$100	\$100	\$100
Div I 7.2.74	Streetcar Right- of-	\$100	\$100	\$100
Div I 7.2.75	Passing Safety Zones	\$100	\$100	\$100
Div I 7.2.76	Removal of Vehicles- Collision	\$100	\$100	\$100
Div I 7.2.77	Weight Restricted Streets	\$100	\$100	\$100

### COMMERCIAL VEHICLES

<b>TRANSPORTATIO N CODE SECTION</b>	<b>DESCRIPTION</b>	<b>Current Fine Amount</b>	<b>FY 2019 Proposed Effective July 1, 2018</b>	<b>FY 2020 Proposed Effective July 1, 2019</b>
Div I 7.2.80	Vehicles for Hire Parking	\$110	\$110	\$110
Div I 7.2.81	Advertising Sign	\$110	\$110	\$110
Div I 7.2.82	Selling from Vehicle**	\$110	\$110	\$110
Div I 7.2.83	Truck Loading Zone	\$98	\$102	\$106

<b>TRANSPORTATION CODE SECTION</b>	<b>DESCRIPTION</b>	<b>Current Fine Amount</b>	<b>FY 2019 Proposed Effective July 1, 2018</b>	<b>FY 2020 Proposed Effective July 1, 2019</b>
Div I 7.2.84	Commercial Vehicle Parking Restrictions	\$110	\$110	\$110
Div I 7.2.86	Idling Engine While Parked	\$100	\$100	\$100
Div I 7.2.87	Commercial Passenger Vehicle Street Restrictions**	\$110	\$110	\$110
Div I 7.2.88	For Sale Sign	\$66	\$69	\$72

**TRANSIT VIOLATIONS**

<b>TRANSPORTATIO N CODE SECTION</b>	<b>DESCRIPTION</b>	<b>Current Fine Amount</b>	<b>FY 2019 Proposed Effective July 1, 2018</b>	<b>FY 2020 Proposed Effective July 1, 2019</b>
Div I 7.2.101	Fare Evasion – Adult	\$120	\$125	\$125
Div I 7.2.102	Passenger Misconduct - Adult	\$120	\$125	\$125
Div I 7.2.103	Fare Evasion - Youth Violation	\$60	\$62	\$64
Div I 7.2.104	Passenger Misconduct - Youth Violation	\$60	\$62	\$64

**BICYCLE VIOLATIONS**

Div. I 7.2.110	Stationless Bicycle Share	\$100.00	\$100.00	\$100.00
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**California Vehicle Code Penalty Schedule \*\***

<b>CODE SECTION</b>	<b>DESCRIPTION</b>	<b>Current Fine Amount</b>	<b>FY 2019 Proposed Effective July 1, 2018</b>	<b>FY 2020 Proposed Effective July 1, 2019</b>
VC4461C	Displaying Placard Not Issued to Person	\$875	\$866	\$866
VC4462B	Improper Registered Plates	\$121	\$121	\$121
VC4463C	Fraudulent Display of Placard	\$875	\$866	\$866
VC4464	Altered Plates	\$121	\$121	\$121
VC5200	Display Lic Plates	\$121	\$121	\$121
VC5201	Plates/Mounting	\$121	\$121	\$121
VC5201B	Plate Cover	\$121	\$121	\$121

<b>CODE SECTION</b>	<b>DESCRIPTION</b>	<b>Current Fine Amount</b>	<b>FY 2019 Proposed Effective July 1, 2018</b>	<b>FY 2020 Proposed Effective July 1, 2019</b>
VC5202	No Plates	\$121	\$121	\$121
VC5204A	Tabs	\$121	\$121	\$121
VC21113A	School/Pub Ground	\$79	\$82	\$85
VC21211 (38N)	Bicycle Path/Lanes	\$132	\$137	\$142
VC22500A	Parking in Intersection	\$110	\$110	\$110
VC22500B	Parking in Crosswalk	\$110	\$110	\$110
VC22500C	Safety Zone	\$110	\$110	\$110
VC22500D	15 ft. Fire Station	\$110	\$110	\$110
VC22500E	Driveway	\$110	\$110	\$110
VC22500F	On Sidewalk	\$110	\$110	\$110
VC22500G	Excavation	\$66	\$69	\$72
VC22500H	Double Parking	\$110	\$110	\$110
VC22500I	Bus Zone	\$288	\$288	\$288
VC22500J	Tube or Tunnel	\$66	\$69	\$72
VC22500K	Bridge	\$66	\$69	\$72
VC22500L	Wheelchair Access	\$288	\$288	\$288
VC22500.1 (32.4.A)	Parking in Fire Lane	\$84	\$87	\$90
VC22502A	Over 18 inches From Curb	\$66	\$69	\$72
VC22502B	Wrong Way Parking	\$66	\$69	\$72
VC22502E	One-Way Road/Parking	\$66	\$69	\$72
VC22505B	Unauthorized Stopping	\$66	\$69	\$72
VC22507.8A	Parking in blue zone	\$875	\$866	\$866
VC22507.8B	Blocking Access to Blue	\$875	\$866	\$866
VC22507.8C	Parking in the crosshatch	\$875	\$866	\$866
VC22514	Fire hydrant	\$110	\$110	\$110
VC22515A	Unattended motor vehicles	\$98	\$102	\$106
VC22515B	Unsecured motor vehicles	\$98	\$102	\$106
VC22516	Locked vehicles	\$79	\$82	\$85
VC22521	Railroad tracks	\$104	\$108	\$110
VC22522	W/3 ft. wheelchair ramp	\$298	\$298	\$298
VC22523A	Abandoned vehicle/highway	\$229	\$229	\$229
VC22523B	Abandoned vehicle/public or private prop	\$229	\$229	\$229
VC22526A	Block/intersection	\$110	\$110	\$110
VC22526B	Block/intersection while turning	\$110	\$110	\$110
VC23333	Park/Vehicle Crossing	\$85	\$85	\$85

\*\* The California State Legislature has imposed additional fees applicable to all parking citations. As



a result, the total fine amount for parking citations includes the following fees: \$4.50 for the state courthouse construction fee, \$2.50 for the local courthouse construction fee, and \$3 for the Trial Court Trust Fund.

**Vehicle for Hire Code Penalty Schedule**

**CONDITIONS APPLICABLE TO ALL PERMITS**

<b>TRANSPORTATION CODE SECTION</b>	<b>DESCRIPTION</b>	<b>Current Fine Amount</b>	<b>FY 2019 Proposed Effective July 1, 2018</b>	<b>FY 2020 Proposed Effective July 1, 2019</b>
Div II § 1105(a)(13)	Current address	\$31	\$32	\$33
Div II § 1105(a)(9)	Continuous operation	\$61 per day	\$63 per day	\$66 per day
Div II § 1114(a)	Records	\$91	\$95	\$99
Div II § 1105(a)(16)	Response time goals	\$182	\$189	\$197
Div II § 1105(a)(7)	Compliance with lawful orders	\$241	\$251	\$261
Div II § 1105(a)(6)	Compliance with laws and regulations	\$542	\$564	\$587
Div II § 1105(a)(12)	Shift Change; Unattended Vehicle	\$542	\$564	\$587
Div II § 1105(a)(18)	Retaliation against permit holder	\$542	\$564	\$587
Div II § 1105(a)(8)	Cooperation w/ regulatory entities; False statements	\$603	\$627	\$652
Div II § 1105(a)(11)	Compliance with Paratransit Program	\$603	\$627	\$652
Div II § 1105(a)(10)	Accepting/ soliciting gifts from Drivers	\$722	\$751	\$781
Div II § 1105(a)(1)	Operating without a permit	\$5,000	\$5,000	\$5,000
Div II § 1105(a)(17)	Operation without Driver Permit, CDL or insurance	\$1,000	\$1,000	\$1,000

**CONDITIONS APPLICABLE TO COLOR SCHEME PERMITS**

<b>TRANSPORTATION CODE SECTION</b>	<b>DESCRIPTION</b>	<b>Current Fine Amount</b>	<b>FY 2019 Proposed Effective July 1, 2018</b>	<b>FY 2020 Proposed Effective July 1, 2019</b>
Div II § 1106(s)	Dissolution plan	\$61 per day	\$63 per day	\$66 per day
Div II §	Emissions reduction plan	\$61 per day	\$63 per day	\$66 per day
Div II § 1106(n)	Required postings	\$91	\$95	\$99

<b>TRANSPORTATION CODE SECTION</b>	<b>DESCRIPTION</b>	<b>Current Fine Amount</b>	<b>FY 2019 Proposed Effective July 1, 2018</b>	<b>FY 2020 Proposed Effective July 1, 2019</b>
Div II § 1106(o)	Required notifications	\$91	\$95	\$99
Div II § 1113(d)(3)	Required PIM	\$91	\$95	\$99
Div II § 1114(e)(3)	Receipts	\$91	\$95	\$99
Div II § 1114(e)(5)	Vehicle inventory changes	\$91	\$95	\$99
Div II § 1114(e)(7)	Weekly reporting requirements	\$91	\$95	\$99
Div II § 1106(e)	Transfer of business; New location	\$301 per day	\$313 per day	\$326 per day
Div II § 1106(k)(1)	Facility to clean vehicles	\$301	\$313	\$326
Div II § 1106(i)	Workers' Compensation	\$362 per day	\$376 per day	\$391 per day
Div II § 1106(p)	Obligations related to Drivers	\$481	\$500	\$520
Div II § 1106(r)	Found property	\$481	\$500	\$520
Div II § 1114(e)(1)	Waybills	\$481	\$500	\$520
Div II § 1114(e)(2)	Medallion Holder files	\$481	\$500	\$520
Div II § 1114(e)(6)	Current business information	\$481	\$500	\$520
Div II § 1124(b)(5)	Retaliation re credit card processing	\$481	\$500	\$520
Div II § 1124(c)	Overcharging gate fees	\$603	\$627	\$652
Div II § 1106(c)	Use of Dispatch Service	\$542 per day	\$564 per day	\$587 per day
Div II § 1106(d)	Business premises	\$542	\$564	\$587
Div II § 1106(h)	Staffing requirements	\$542	\$564	\$587
Div II § 1106(1)(1-5),(7)	Use of spare vehicles	\$542	\$564	\$587
Div II § 1106(f)	Telephone directory	\$603	\$627	\$652
Div II § 1106(j)	Paratransit Broker	\$603	\$627	\$652
Div II § 1114(e)(8)	Required information	\$603	\$627	\$652
Div II § 1114(e)(9)	Required information	\$603	\$627	\$652
Div II § 1106(k)(2)-(4)	Nonworking equipment	\$1,000	\$1,000	\$1,000
Div II § 1106(q)(4)	Driver operating under the influence	\$1,000	\$1,000	\$1,000
Div II § 1106(a)	Color Scheme Permit required	\$5,000	\$5,000	\$5,000
Div II § 1106(1)(8)	Leasing spare vehicles	\$5,000	\$5,000	\$5,000

**CONDITIONS APPLICABLE TO DISPATCH PERMITS**

<b>TRANSPORTATION CODE SECTION</b>	<b>DESCRIPTION</b>	<b>Current Fine Amount</b>	<b>FY 2019 Proposed Effective July 1, 2018</b>	<b>FY 2020 Proposed Effective July 1, 2019</b>
Div II § 1107(c)(1)-(4)	Dispatch service operational requirements	\$61 per day	\$63 per day	\$66 per day
Div II § 1107(e)	Dispatch equipment requirements	\$61 per day	\$63 per day	\$66 per day
Div II § 1114(f)(1)-(2)	Electronic trip data; Integration with ETAS	\$61 per day	\$63 per day	\$66 per day
Div II § 1114(f)(3)	Dispatch service reports	\$91	\$95	\$99
Div II § 1107(b)-(c)	Dispatch service standards and operational requirements	\$1,000	\$1,000	\$1,000
Div II § 1107(d) Div II § 1114(f)(4)	Found property	\$91	\$95	\$99
Div II § 1107(c)	Workers' Compensation	\$362 per day	\$376 per day	\$391 per day
Div II § 1107(c)(5)	Improper dispatching	\$603	\$627	\$652
Div II § 1107(c)(7)	Affiliate with e-hail application	\$603 per day	\$627 per day	\$652 per day

#### CONDITIONS APPLICABLE TO DRIVER PERMITS

<b>TRANSPORTATION CODE SECTION</b>	<b>DESCRIPTION</b>	<b>Current Fine Amount</b>	<b>FY 2019 Proposed Effective July 1, 2018</b>	<b>FY 2020 Proposed Effective July 1, 2019</b>
Div II § 1108(c)	Color Scheme affiliation	\$6 per day	\$6 per day	\$6 per day
Div II § 1108(a)	Driver identification	\$91	\$95	\$99
Div II § 1108(d)(2)	Duties at beginning of shift	\$91	\$95	\$99
Div II § 1108(d)(3)	Designated items in vehicle	\$91	\$95	\$99
Div II § 1108(e)(2)	Transporting passenger property	\$91	\$95	\$99
Div II § 1108(e)(5)	Loading and unloading assistance	\$91	\$95	\$99
Div II § 1108(e)(8)	Additional passengers	\$91	\$95	\$99
Div II § 1108(e)(10)-(12)	Mobile telephones; other audible devices	\$91	\$95	\$99
Div II § 1108(e)(18)-(20), (22)	Driver duties re fares	\$91	\$95	\$99
Div II § 1108(e)(26)	Loose items	\$91	\$95	\$99
Div II § 1108(e)(27)	Trunk and/or baggage area	\$91	\$95	\$99
Div II § 1108(e)(31)	Clean in dress and person	\$91	\$95	\$99

<b>TRANSPORTATION CODE SECTION</b>	<b>DESCRIPTION</b>	<b>Current Fine Amount</b>	<b>FY 2019 Proposed Effective July 1, 2018</b>	<b>FY 2020 Proposed Effective July 1, 2019</b>
Div II § 1108(e)(32)	Taximeter violation	\$91	\$95	\$99
Div II § 1108(e)(33)	Drinking or eating	\$91	\$95	\$99
Div II § 1108(e)(33)	Smoking in vehicle	\$277	\$288	\$300
Div II § 1108(f)(1)-(3)	Duties at end of shift	\$91	\$95	\$99
Div II § 1114(b)(2)	Driver A-Card	\$91	\$95	\$99
Div II § 1108(e)(4)	Service animals or contained animals	\$182	\$189	\$197
Div II § 1108(d)(1)	Safety check	\$182	\$189	\$197
Div II § 1108(e)(1)	Refusal to convey	\$182	\$189	\$197
Div II § 1108(e)(7)	Servicing dispatch calls	\$182	\$189	\$197
Div II § 1108(e)(9)	Splitting fares	\$182	\$189	\$197
Div II § 1108(e)(16)	Requesting gratuities	\$182	\$189	\$197
Div II § 1108(e)(17)	Audio/visual communication device	\$182	\$189	\$197
Div II § 1108(e)(24)	Found property	\$182	\$189	\$197
Div II § 1124 (d)	Passenger payment choice	\$182	\$189	\$197
Div II § 1108(e)(3)	Transporting person with a disability in front seat	\$182	\$189	\$197
Div II § 1108(e)(6)	Assisting and securing person with a disability	\$182	\$189	\$197
Div II § 1108(e)(13)	Use of Dispatch Service; log in/out	\$182	\$189	\$197
Div II § 1108(e)(39)	Failure to activate meter	\$182	\$189	\$197
Div II § 1108(e)(14)	Reckless or dangerous driving	\$182	\$189	\$197
Div II § 1108(e)(15)	Ramp Taxi rules	\$182	\$189	\$197
Div II § 1108(e)(29)	Threats and abuse	\$182	\$189	\$197
Div II § 1108(e)(35)-	Paratransit Debit Card	\$182	\$189	\$197
Div II § 1124(c)(5)	Luggage charges	\$182	\$189	\$197
Div II § 1108(e)(25)	Unsafe taxi	\$241	\$251	\$261
Div II § 1108(e)(30)	Excessive force	\$241	\$251	\$261
Div II § 1108(c)(3)(A)	Criminal convictions	\$603	\$627	\$652
Div II § 1108 (b)	Controlled substances	\$603	\$627	\$652
Div II § 1108(e)(38)	Tampering with equipment	\$603	\$627	\$652

**CONDITIONS APPLICABLE TO TAXI AND RAMP TAXI EQUIPMENT**

<b>TRANSPORTATION CODE SECTION</b>	<b>DESCRIPTION</b>	<b>Current Fine Amount</b>	<b>FY 2019 Proposed Effective July 1, 2018</b>	<b>FY 2020 Proposed Effective July 1, 2019</b>
Div II § 1113(b-e), (g)-(j)	Equipment and display requirements	\$182	\$189	\$197
Div II § 1113(d)(3)	Install PIM in Taxi vehicle	\$182 per vehicle	\$189 per vehicle	\$197 per vehicle
Div II § 1113 (l)	Vehicle windows	\$91	\$95	\$99
Div II § 1113 (o)	Sanitary condition	\$91	\$95	\$99
Div II § 1113 (a)	Safe operating condition	\$91 per day	\$95 per day	\$99 per day
Div II § 1113 (k)	Standard vehicle	\$91	\$95	\$99
Div II § 1113 (k)(13)-(15)	Vehicle tires and wheels	\$91	\$95	\$99
Div II § 1113 (m)	Security cameras	\$91 per day	\$95 per day	\$99 per day
Div II § 1113 (n)	Condition of vehicle	\$91 per day	\$95 per day	\$99 per day
Div II § 1113 (u)	Working Taxi ramp	\$91	\$95	\$99
Div II § 1113 (p)	Vehicle title requirements	\$301	\$313	\$326
Div II § 1113 (q)-(r)	Excessive vehicle mileage or age	\$301 per day	\$313 per day	\$326 per day
Div II § 1113 (s)	Vehicle inspections	\$301 per day	\$313 per day	\$326 per day
Div II § 1113(s)(7)	Fraud related to inspection	\$301 per day	\$313 per day	\$326 per day
Div II § 1113(t)	Replacement vehicle	\$301	\$313	\$326
Div II § 1113(v)	Retired vehicles	\$301	\$313	\$326
Div II § 1113(f)	Taximeters	\$362	\$376	\$391

**CONDITIONS APPLICABLE TO TAXI AND RAMP TAXI MEDALLIONS**

<b>TRANSPORTATION CODE SECTION</b>	<b>DESCRIPTION</b>	<b>Current Fine Amount</b>	<b>FY 2019 Proposed Effective July 1, 2018</b>	<b>FY 2020 Proposed Effective July 1, 2019</b>
Div II § 1109(b)	Use of Dispatch Service	\$91	\$95	\$99
Div II § 1110(a)(1)	Wheelchair priority	\$182	\$189	\$197
Div II § 1110(a)(2)	Ramp Taxi Driver training	\$182	\$189	\$197
Div II § 1110(a)(3)	Wheelchair pickups	\$482	\$500	\$520
Div II § 1110(b)	Ramp Taxi Medallion in spare taxi	\$182	\$189	\$197
Div II § 1110(c)	Time Limits Ramp Taxi Medallion in spare	\$182/per unauthorized day	\$189/per unauthorized day	\$197/per unauthorized day
Div II § 1110(d)	Ramp Taxi qualifications	\$182	\$189	\$197

<b>TRANSPORTATION CODE SECTION</b>	<b>DESCRIPTION</b>	<b>Current Fine Amount</b>	<b>FY 2019 Proposed Effective July 1, 2018</b>	<b>FY 2020 Proposed Effective July 1, 2019</b>
Div II § 1109(c)	Full-time driving requirement	\$24,000 multiplied by percentage of hours short of the full time driving requirement	\$24,000 multiplied by percentage of hours short of the full time driving requirement	\$24,000 multiplied by percentage of hours short of the full time driving requirement

**CONDITIONS APPLICABLE TO NON-STANDARD VEHICLE PERMITS**

Div. II § 1206(a)	Operating without a permit	\$5,000	\$5,200	\$5,408
Div. II §§ 1206(b)(4), 1207, 1209(a)	Non-Standard Vehicle Permit Conditions	\$250 per violation per day	\$260 per violation per day	\$270 per violation per day

**Enclosure 5. Off-Street Parking Rates and Fees****Garage Rates****16<sup>th</sup> & Goff St Garage**

\* No change from previous fiscal year, SFpark variable rates continue.

<b>Transient rates</b>	<b>Current Year</b>	<b>FY 2019 Rate</b>	<b>FY 2020 Rate</b>
Midnight-9am hourly	SFpark program	*	*
9am-Noon hourly	SFpark program	*	*
Noon-3pm hourly	SFpark program	*	*
3pm-6pm hourly	SFpark program	*	*
6pm-Midnight hourly	SFpark program	*	*
Daily Maximum/Lost Ticket	SFpark program	*	*
Enter before 8:30am (stay at least	SFpark program	*	*
Exit after 6:30pm (stay at least 3 hours)	SFpark program	*	*
<b>Monthly</b>	<b>Current Year</b>	<b>FY 2019 rate</b>	<b>FY2020 Rate</b>
Reserved	SFpark program	*	*
Regular	SFpark program	*	*
Carshare / Car Pool	SFpark program	*	*
Mon-Fri Daytime	SFpark program	*	*
<b>Other</b>	<b>Current Year</b>	<b>FY2019 Rate</b>	<b>FY2010 Rate</b>
Late Monthly Payment	\$36	\$37	\$38
New Account Activation Fee	\$36	\$37	\$38
Access Card Replacement	\$36	\$37	\$38
Reopening Garage	\$56	\$58	\$60
No-key Valet Parking	\$36	\$37	\$38
Special Event Rate	\$6-\$50	\$6-\$55	\$7-\$55

**Civic Center Garage**

\*No change from previous fiscal year, SFpark variable rates continue.

<b>Transient rates</b>	<b>Current Year</b>	<b>FY 2019 Rate</b>	<b>FY 2020 Rate</b>
Midnight-9am hourly	SFpark program	*	*
9am-Noon hourly	SFpark program	*	*
Noon-3pm hourly	SFpark program	*	*
3pm-6pm hourly	SFpark program	*	*
6pm-Midnight hourly	SFpark program	*	*
Daily Maximum/Lost Ticket	SFpark program	*	*
Early Bird (enter before 8:30am,	SFpark program	*	*
Motorcycle (daily)	SFpark program	*	*
Enter before 8:30am (stay at least	SFpark program	*	*
Exit after 6:30pm (stay at least 3	SFpark program	*	*

<b>Transient rates</b>	<b>Current Year</b>	<b>FY 2019 Rate</b>	<b>FY 2020 Rate</b>
<b>Monthly</b>	<b>Current Year</b>	<b>FY2019 Rate</b>	<b>FY2020 Rate</b>
Reserved	SFpark program	*	*
Regular	SFpark program	*	*
Carshare / Car Pool	SFpark program	*	*
Resident	SFpark program	*	*
Motorcycle	SFpark program	*	*
<b>Other</b>	<b>Current Year</b>	<b>FY2019 Rate</b>	<b>FY 2020 Rate</b>
Late Monthly Payment	\$36	\$37	\$38
New Account Activation Fee	\$36	\$37	\$38
Access Card Replacement	\$36	\$37	\$38
Reopening Garage	\$56	\$58	\$60
No-key Valet Parking	\$36	\$37	\$38
Special Event Rate	\$6-\$50	\$6-\$55	\$7-\$55

### Ellis-O'Farrell Garage

\* No change from previous fiscal year, SFpark variable rates continue.

<b>Transient rates</b>	<b>Current Year</b>	<b>FY2019 Rate</b>	<b>FY 2020 Rate</b>
Midnight-9am hourly	SFpark program	*	*
9am-Noon hourly	SFpark program	*	*
Noon-3pm hourly	SFpark program	*	*
3pm-6pm hourly	SFpark program	*	*
6pm-Midnight hourly	SFpark program	*	*
Daily Maximum/Lost Ticket (Mon-Sat)	SFpark program	*	*
Daily Maximum/Lost Ticket (Sunday)	SFpark program	*	*
Early Bird (enter before 8:30am,	SFpark program	*	*
Motorcycle (daily)	SFpark program	*	*
Enter before 8:30am (stay at least	SFpark program	*	*
Exit after 6:30pm (stay at least 3	SFpark program	*	*
Reserved	SFpark program	*	*
Regular	SFpark program	*	*
Carshare / Car Pool	SFpark program	*	*
Motorcycle	SFpark program	*	*
<b>Other</b>	<b>Current Year</b>	<b>FY2019 Rate</b>	<b>FY 2020 Rate</b>
Late Monthly Payment	\$36	\$37	\$38
New Account Activation Fee	\$36	\$37	\$38
Access Card Replacement	\$36	\$37	\$38

<b>Other</b>	<b>Current Year</b>	<b>FY2019 Rate</b>	<b>FY 2020 Rate</b>
Reopening Garage	\$56	\$58	\$60



No-key Valet Parking	\$36	\$37	\$38
Special Event Rate	\$6-\$50	\$6-\$55	\$7-\$55

**Fifth & Mission Garage**

\* No change from previous fiscal year, SFpark variable rates continue.

<b>Transient rates</b>	<b>Current Year</b>	<b>FY2019 Rate</b>	<b>FY 2020 Rate</b>
Midnight-9am hourly	SFpark program	*	*
9am-Noon hourly	SFpark program	*	*
Noon-3pm hourly	SFpark program	*	*
3pm-6pm hourly	SFpark program	*	*
6pm-Midnight hourly	SFpark program	*	*
Daily Maximum/Lost Ticket	SFpark program	*	*
Motorcycle (daily)	SFpark program	*	*
Enter before 8:30am (stay at least 3 hours)	SFpark program	*	*
Exit after 6:30pm (stay at least 3 hours)	SFpark program	*	*
<b>Monthly</b>	<b>Current Year</b>	<b>FY2019 Rate</b>	<b>FY 2020 Rate</b>
Reserved	SFpark program	*	*
Reserved area	SFpark program	*	*
Regular	SFpark program	*	*
Carshare / Car Pool	SFpark program	*	*
Motorcycle	SFpark program	*	*
<b>Other</b>	<b>Current Year</b>	<b>FY2019 Rate</b>	<b>FY 2020 Rate</b>
Late Monthly Payment	\$36	\$37	\$38
New Account Activation Fee	\$36	\$37	\$38
Access Card Replacement	\$36	\$37	\$38
Reopening Garage	\$56	\$58	\$60
No-key Valet Parking	\$36	\$37	\$38
Special Event Rate	\$6-\$50	\$6-\$55	\$7-\$55

**Golden Gateway Garage**

\* No change from previous fiscal year, SFpark variable rates continue.

<b>Transient rates</b>	<b>Current Year</b>	<b>FY2019 Rate</b>	<b>FY 2020 Rate</b>
Midnight-9am hourly	SFpark program	*	*
9am-Noon hourly	SFpark program	*	*
Noon-3pm hourly	SFpark program	*	*
3pm-6pm hourly	SFpark program	*	*
6pm-Midnight hourly	SFpark program	*	*
Weekend (daily)	SFpark program	*	*
Daily Maximum/Lost Ticket	SFpark program	*	*
Early Bird (enter before 8:30am, exit before close)	SFpark program	*	*
Motorcycle (daily)	SFpark program	*	*
Park & Ride validation (daily)	SFpark program	*	*

<b>Transient rates</b>	<b>Current Year</b>	<b>FY2019 Rate</b>	<b>FY 2020 Rate</b>
Enter before 8:30am (stay at least 3 hours)	SFpark program	*	*
Exit after 6:30pm (stay at least 3 hours)	SFpark program	*	*
<b>Monthly</b>	<b>Current Year</b>	<b>FY2019 Rate</b>	<b>FY 2020 Rate</b>
Reserved	SFpark program	*	*
Regular	SFpark program	*	*
Carshare / Car Pool	SFpark program	*	*
Mon-Fri Evening	SFpark program	*	*
Motorcycle	SFpark program	*	*
<b>Other</b>	<b>Current Year</b>	<b>FY2019 Rate</b>	<b>FY 2020 Rate</b>
Late Monthly Payment	\$36	\$37	\$38
New Account Activation Fee	\$36	\$37	\$38
Access Card Replacement	\$36	\$37	\$38
Reopening Garage	\$56	\$58	\$60
No-key Valet Parking	\$36	\$37	\$38
Special Event Rate	\$6-\$50	\$6-\$55	\$7-\$55

### Japan Center Garage

\* No change from previous fiscal year, SFpark variable rates continue.

<b>Transient rates</b>	<b>Current Year</b>	<b>FY2019 Rate</b>	<b>FY 2020 Rate</b>
Midnight-9am hourly	SFpark program	*	*
9am-Noon hourly	SFpark program	*	*
Noon-3pm hourly	SFpark program	*	*
3pm-6pm hourly	SFpark program	*	*
6pm-Midnight hourly	SFpark program	*	*
Daily Maximum/Lost Ticket	SFpark program	*	*
Early Bird (enter before 8:30am, exit before close)	SFpark program	*	*
Motorcycle (daily)	SFpark program	*	*
Enter before 8:30am (stay at least 3 hours)	SFpark program	*	*
Exit after 6:30pm (stay at least 3 hours)	SFpark program	*	*
<b>Monthly</b>	<b>Current Year</b>	<b>FY2019 Rate</b>	<b>FY 2020 Rate</b>
Reserved	SFpark program	*	*
Regular	SFpark program	*	*
Carshare / Car Pool	SFpark program	*	*
Mon-Fri	SFpark program	*	*
Motorcycle	SFpark program	*	*
<b>Other</b>	<b>Current Year</b>	<b>FY2019 Rate</b>	<b>FY 2020 Rate</b>
Late Monthly Payment	\$36	\$37	\$38
New Account Activation Fee	\$36	\$37	\$38
Access Card Replacement	\$36	\$37	\$38
Reopening Garage	\$56	\$58	\$60
No-key Valet Parking	\$36	\$37	\$38

Special Event Rate	\$6-\$50	\$6-\$55	\$7-\$55
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**Lombard Street Garage**

\* No change from previous fiscal year, SFpark variable rates continue.

<b>Transient rates</b>	<b>Current Year</b>	<b>FY2019 Rate</b>	<b>FY 2020 Rate</b>
Midnight-9am hourly	SFpark program	*	*
9am-Noon hourly	SFpark program	*	*
Noon-3pm hourly	SFpark program	*	*
3pm-6pm hourly	SFpark program	*	*
6pm-Midnight hourly	SFpark program	*	*
Daily Maximum/Lost Ticket	SFpark program	*	*
Early Bird (enter before 8:30am, exit before close)	SFpark program	*	*
Enter before 8:30am (stay at least 3 hours)	SFpark program	*	*
Exit after 6:30pm (stay at least 3 hours)	SFpark program	*	*
<b>Monthly</b>	<b>Current Year</b>	<b>FY2019 Rate</b>	<b>FY 2020 Rate</b>
Reserved	SFpark program	*	*
Regular	SFpark program	*	*
Carshare / Car Pool	SFpark program	*	*
Motorcycle	SFpark program	*	*
<b>Other</b>	<b>Current Year</b>	<b>FY2019 Rate</b>	<b>FY 2020 Rate</b>
Late Monthly Payment	\$36	\$37	\$38
New Account Activation Fee	\$36	\$37	\$38
Access Card Replacement	\$36	\$37	\$38
Reopening Garage	\$56	\$58	\$60
No-key Valet Parking	\$36	\$37	\$38
Special Event Rate	\$6-\$50	\$6-\$55	\$7-\$55

**Mission-Bartlett Garage**

\* No change from previous fiscal year, SFpark variable rates continue.

<b>Transient rates</b>	<b>Current Year</b>	<b>FY2019 Rate</b>	<b>FY 2020 Rate</b>
Midnight-9am hourly	SFpark program	*	*
9am-Noon hourly	SFpark program	*	*
Noon-3pm hourly	SFpark program	*	*
3pm-6pm hourly	SFpark program	*	*
6pm-Midnight hourly	SFpark program	*	*
Daily Maximum/Lost Ticket	SFpark program	*	*
Enter before 8:30am (stay at least 3 hours)	SFpark program	*	*
Exit after 6:30pm (stay at least 3 hours)	SFpark program	*	*
<b>Monthly</b>	<b>Current Year</b>	<b>FY2019 Rate</b>	<b>FY 2020 Rate</b>
Reserved	SFpark program	*	*
Regular	SFpark program	*	*

<b>Transient rates</b>	<b>Current Year</b>	<b>FY2019 Rate</b>	<b>FY 2020 Rate</b>
Carshare / Car Pool	SFpark program	*	*
Mon-Fri Daytime	SFpark program	*	*
Mon-Fri Evening	SFpark program	*	*
Motorcycle	SFpark program	*	*
<b>Other</b>	<b>Current Year</b>	<b>FY2019 Rate</b>	<b>FY 2020 Rate</b>
Late Monthly Payment	\$36	\$37	\$38
New Account Activation Fee	\$36	\$37	\$38
Access Card Replacement	\$36	\$37	\$38
Reopening Garage	\$56	\$58	\$60
No-key Valet Parking	\$36	\$37	\$38
Special Event Rate	\$6-\$50	\$6-\$55	\$7-\$55

### Moscone Center Garage

\* No change from previous fiscal year, SFpark variable rates continue.

<b>Transient rates</b>	<b>Current Year</b>	<b>FY2019 Rate</b>	<b>FY 2020 Rate</b>
Midnight-9am hourly	SFpark program	*	*
9am-Noon hourly	SFpark program	*	*
Noon-3pm hourly	SFpark program	*	*
3pm-6pm hourly	SFpark program	*	*
6pm-Midnight hourly	SFpark program	*	*
Daily Maximum/Lost Ticket	SFpark program	*	*
Early Bird (enter before 8:30am, exit before close; does not apply on days when the Moscone Center is hosting a major event)	SFpark program	*	*
Enter before 8:30am (stay at least 3 hours)	SFpark program	*	*
Exit after 6:30pm (stay at least 3 hours)	SFpark program	*	*
<b>Monthly</b>	<b>Current Year</b>	<b>FY2019 Rate</b>	<b>FY 2020 Rate</b>
Reserved	SFpark program	*	*
Regular	SFpark program	*	*
Carshare / Car Pool	SFpark program	*	*
<b>Other</b>	<b>Current Year</b>	<b>FY2019 Rate</b>	<b>FY 2020 Rate</b>
Late Monthly Payment	\$36	\$37	\$38
New Account Activation Fee	\$36	\$37	\$38
<b>Other</b>	<b>Current Year</b>	<b>FY2019 Rate</b>	<b>FY 2020 Rate</b>
Access Card Replacement	\$36	\$37	\$38
Reopening Garage	\$56	\$58	\$60
No-key Valet Parking	\$36	\$37	\$38
Special Event Rate	\$6-\$50	\$6-\$55	\$7-\$55

### North Beach Garage

\* No change from previous fiscal year, SFpark variable rates continue.

<b>Transient rates</b>	<b>Current Year</b>	<b>FY2019 Rate</b>	<b>FY 2020 Rate</b>
0-1 Hour	SFpark program	*	*
1-2 Hours	SFpark program	*	*
2-3 Hours	SFpark program	*	*
3-4 Hours	SFpark program	*	*
4-5 Hours	SFpark program	*	*
5-6 Hours	SFpark program	*	*
6-7 Hours	SFpark program	*	*
7-8 Hours	SFpark program	*	*
8-9 Hours	SFpark program	*	*
9-10 Hours	SFpark program	*	*
Daily Maximum/Lost Ticket	SFpark program	*	*
Early Bird	SFpark program	*	*
Motorcycle (daily)	SFpark program	*	*
<b>Monthly</b>	<b>Current Year</b>	<b>FY2019 Rate</b>	<b>FY 2020 Rate</b>
Reserved	SFpark program	*	*
Regular	SFpark program	*	*
Carshare / Car Pool	SFpark program	*	*
Restricted (weekend and evening: enter after 6pm/exit by 9am next day)	SFpark program	*	*
Motorcycle	SFpark program	*	*
<b>Other</b>	<b>Current Year</b>	<b>FY2019 Rate</b>	<b>FY 2020 Rate</b>
Late Monthly Payment	\$36	\$37	\$38
New Account Activation Fee	\$36	\$37	\$38
Access Card Replacement	\$36	\$37	\$38
Reopening Garage	\$56	\$58	\$60
No-key Valet Parking	\$36	\$37	\$38
Special Event Rate	\$6-\$50	\$6-\$55	\$7-\$55

### Performing Arts Garage

\*No change from previous fiscal year, SFpark variable rates continue.

<b>Transient rates</b>	<b>Current Year</b>	<b>FY2019 Rate</b>	<b>FY 2020 Rate</b>
Midnight-9am hourly	SFpark program	*	*
9am-Noon hourly	SFpark program	*	*
Noon-3pm hourly	SFpark program	*	*
3pm-6pm hourly	SFpark program	*	*
6pm-Midnight hourly	SFpark program	*	*
Daily Maximum/Lost Ticket	SFpark program	*	*
Early Bird (enter before 8:30am, exit before close)	SFpark program	*	*
Motorcycle (daily)	SFpark program	*	*
Enter before 8:30am (stay at least 3 hours)	SFpark program	*	*
Exit after 6:30pm (stay at least 3 hours)	SFpark program	*	*

<b>Transient rates</b>	<b>Current Year</b>	<b>FY2019 Rate</b>	<b>FY 2020 Rate</b>
<b>Monthly</b>	<b>Current Year</b>	<b>FY2019 Rate</b>	<b>FY 2020 Rate</b>
Reserved	SFpark program	*	*
Regular	SFpark program	*	*
Carshare / Car Pool	SFpark program	*	*
Mon-Fri	SFpark program	*	*
Motorcycle	SFpark program	*	*
<b>Other</b>	<b>Current Year</b>	<b>FY2019 Rate</b>	<b>FY 2020 Rate</b>
Late Monthly Payment	\$36	\$37	\$38
New Account Activation Fee	\$36	\$37	\$38
Access Card Replacement	\$36	\$37	\$38
Reopening Garage	\$56	\$58	\$60
No-key Valet Parking	\$36	\$37	\$38
Special Event Rate	\$6-\$50	\$6-\$55	\$7-\$55

**Polk-Bush Garage**

\* No change from previous fiscal year, SFpark variable rates continue.

<b>Transient rates</b>	<b>Current Year</b>	<b>FY2019 Rate</b>	<b>FY 2020 Rate</b>
0-1 Hour	SFpark program	*	*
1-2 Hours	SFpark program	*	*
2-3 Hours	SFpark program	*	*
3-4 Hours	SFpark program	*	*
4-5 Hours	SFpark program	*	*
5-6 Hours	SFpark program	*	*
6-7 Hours	SFpark program	*	*
7-8 Hours	SFpark program	*	*
8-9 Hours	SFpark program	*	*
9-10 Hours	SFpark program	*	*
Daily Maximum/Lost Ticket	SFpark program	*	*
Early Bird (enter before 9am and exit by 7pm)	SFpark program	*	*
Overnight (Mon-Fri) (enter after 9pm and exit by 9am next day;	SFpark program	*	*

<b>Monthly</b>	<b>Current Year</b>	<b>FY2019 Rate</b>	<b>FY 2020 Rate</b>
Reserved	SFpark program	*	*
Regular	SFpark program	*	*
Carshare / Car Pool	SFpark program	*	*
Restricted (Mon-Sat – during operating hours only)	SFpark program	*	*
Restricted (Mon-Fri evening and Sat – enter after 6pm and exit	SFpark program	*	*
<b>Other</b>	<b>Current Year</b>	<b>FY2019 Rate</b>	<b>FY 2020 Rate</b>

Late Monthly Payment	\$36	\$37	\$38
New Account Activation Fee	\$36	\$37	\$38
Access Card Replacement	\$36	\$37	\$38
Reopening Garage	\$56	\$58	\$60
No-key Valet Parking	\$36	\$37	\$38
Special Event Rate	\$6-\$50	\$6-\$55	\$7-\$55

### Portsmouth Square Garage

\*No change from previous fiscal year, SFpark variable rates continue

Transient rates	Current Year	FY2019 Rate	FY 2020 Rate
0-1 Hour	SFpark program	*	*
1-2 Hours	SFpark program	*	*
2-3 Hours	SFpark program	*	*
3-4 Hours	SFpark program	*	*
4-5 Hours	SFpark program	*	*
5-6 Hours	SFpark program	*	*
6-7 Hours	SFpark program	*	*
7-8 Hours	SFpark program	*	*
8-9 Hours	SFpark program	*	*
9-10 Hours	SFpark program	*	*
Evenings (enter after 5pm and exit by 4am)	SFpark program	*	*
Daily Maximum/Lost	SFpark program	*	*
Monthly	Current Year	FY2019 Rate	FY 2020 Rate
Reserved	SFpark program	*	*
Regular	SFpark program	*	*
Carshare / Car Pool	SFpark program	*	*
Restricted (Mon-Fri, 7AM-	SFpark program	*	*
Restricted (Sat-Sun, 6PM-	SFpark program	*	*
Other	Current Year	FY2019 Rate	FY 2020 Rate
Late Monthly Payment	\$36	\$37	\$38
New Account Activation	\$36	\$37	\$38
Access Card Replacement	\$36	\$37	\$38
Reopening Garage	\$56	\$58	\$60
No-key Valet Parking	\$36	\$37	\$38
Special Event Rate	\$6-\$50	\$6-\$55	\$7-\$55

### St. Mary's Garage

\* No change from previous fiscal year, SFpark variable rates continue.

Transient rates	Current Year	FY2019 Rate	FY 2020 Rate
Midnight-9am hourly	SFpark program	*	*
9am-Noon hourly	SFpark program	*	*
Noon-3pm hourly	SFpark program	*	*

<b>Transient rates</b>	<b>Current Year</b>	<b>FY2019 Rate</b>	<b>FY 2020 Rate</b>
3pm-6pm hourly	SFpark program	*	*
6pm-Midnight hourly	SFpark program	*	*
Daily Maximum/Lost Ticket	SFpark program	*	*
Early Bird (enter before 8:30am, exit before Midnight)	SFpark program	*	*
Enter before 8:30am (stay at least 3 hours)	SFpark program	*	*
Exit after 6:30pm (stay at least 3 hours)	SFpark program	*	*
<b>Monthly</b>	<b>Current Year</b>	<b>FY2019 Rate</b>	<b>FY 2020 Rate</b>
Reserved	SFpark program	*	*
Regular	SFpark program	*	*
Carshare / Car Pool	SFpark program	*	*
Motorcycle	SFpark program	*	*
<b>Other</b>	<b>Current Year</b>	<b>FY2019 Rate</b>	<b>FY 2020 Rate</b>
Late Monthly Payment	\$36	\$37	\$38
New Account Activation Fee	\$36	\$37	\$38
Access Card Replacement	\$36	\$37	\$38
Reopening Garage	\$56	\$58	\$60
No-key Valet Parking	\$36	\$37	\$38
Special Event Rate	\$6-\$50	\$6-\$55	\$7-\$55

### SF General Hospital Garage

\* No change from previous fiscal year, SFpark variable rates continue.

<b>Transient rates</b>	<b>Current Year</b>	<b>FY2019 Rate</b>	<b>FY 2020 Rate</b>
0-1 Hour	SFpark program	*	*
1-2 Hours	SFpark program	*	*
2-3 Hours	SFpark program	*	*
3-4 Hours	SFpark program	*	*
4-5 Hours	SFpark program	*	*
5-6 Hours	SFpark program	*	*
6-7 Hours	SFpark program	*	*
7-8 Hours	SFpark program	*	*
Daily Maximum/Lost Ticket	SFpark program	*	*
Motorcycle (daily)	SFpark program	*	*
<b>Monthly</b>	<b>Current Year</b>	<b>FY2019 Rate</b>	<b>FY 2020 Rate</b>
Regular	SFpark program	*	*
Restricted evenings	SFpark program	*	*
Carshare / Car Pool	SFpark program	*	*
Motorcycle	SFpark program	*	*
<b>Other</b>	<b>Current Year</b>	<b>FY2019 Rate</b>	<b>FY 2020 Rate</b>
Late Monthly Payment	\$36	\$37	\$38
New Account Activation Fee	\$36	\$37	\$38



<b>Other</b>	<b>Current Year</b>	<b>FY2019 Rate</b>	<b>FY 2020 Rate</b>
Access Card Replacement	\$36	\$37	\$38
Reopening Garage	\$56	\$58	\$60
No-key Valet Parking	\$36	\$37	\$38
Special Event Rate	\$6-\$50	\$6-\$55	\$7-\$55

### **Sutter Stockton Garage**

\* No change from previous fiscal year, SFpark variable rates continue.

<b>Transient rates</b>	<b>Current Year</b>	<b>FY2019 Rate</b>	<b>FY 2020 Rate</b>
Midnight-9am hourly	SFpark program	*	*
9am-Noon hourly	SFpark program	*	*
Noon-3pm hourly	SFpark program	*	*
3pm-6pm hourly	SFpark program	*	*
6pm-Midnight hourly	SFpark program	*	*
Daily Maximum/Lost Ticket (Mon-Sat)	SFpark program	*	*
Daily Maximum/Lost Ticket (Sunday)	SFpark program	*	*
Motorcycle (daily)	SFpark program	*	*
Enter before 8:30am (stay at least 3 hours)	SFpark program	*	*
Exit after 6:30pm (stay at least 3 hours)	SFpark program	*	*
<b>Monthly</b>	<b>Current Year</b>	<b>FY2019 Rate</b>	<b>FY 2020 Rate</b>
Reserved	SFpark program	*	*
Regular	SFpark program	*	*
Carshare / Car Pool	SFpark program	*	*
Motorcycle	SFpark program	*	*
<b>Other</b>	<b>Current Year</b>	<b>FY2019 Rate</b>	<b>FY 2020 Rate</b>
Late Monthly Payment	\$36	\$37	\$38
New Account Activation Fee	\$36	\$37	\$38
Access Card Replacement	\$36	\$37	\$38
Reopening Garage	\$56	\$58	\$60
No-key Valet Parking	\$36	\$37	\$38
High Occupancy Valet Rate (must valet a minimum of 350 vehicles per month into the	50% of Daily Maximum	50% of Daily Maximum	50% of Daily Maximum
Special Event Rate	\$6-\$50	\$6-\$55	\$7-\$55

### **Union Square Garage**

\* No change from previous fiscal year, SFpark variable rates continue.

<b>Transient rates</b>	<b>Current Year</b>	<b>FY 2019 rate</b>	<b>FY 2020 rate</b>
Midnight-9am hourly	SFpark program	*	*
9am-Noon hourly	SFpark program	*	*

<b>Transient rates</b>	<b>Current Year</b>	<b>FY 2019 rate</b>	<b>FY 2020 rate</b>
Noon-3pm hourly	SFpark program	*	*
3pm-6pm hourly	SFpark program	*	*
6pm-Midnight hourly	SFpark program	*	*
Daily Maximum/Lost Ticket	SFpark program	*	*
Motorcycle (daily)	SFpark program	*	*
Enter before 8:30am (stay at least 3 hours)	SFpark program	*	*
Exit after 6:30pm (stay at least 3 hours)	SFpark program	*	*
<b>Monthly</b>	<b>Current Year</b>	<b>FY2019 Rate</b>	<b>FY 2020 Rate</b>
Reserved	SFpark program	*	*
Regular	SFpark program	*	*
Carshare / Car Pool	SFpark program	*	*
Motorcycle	SFpark program	*	*
<b>Other</b>	<b>Current Year</b>	<b>FY2019 Rate</b>	<b>FY 2020 Rate</b>
Late Monthly Payment	\$36	\$37	\$38
New Account Activation Fee	\$36	\$37	\$38
Access Card Replacement	\$36	\$37	\$38
Reopening Garage	\$56	\$58	\$60
No-key Valet Parking	\$36	\$37	\$38
High Occupancy Valet Rate (must valet a minimum of 350 vehicles per month into the garage)	50% of Daily Maximum	50% of Daily Maximum	50% of Daily Maximum
Special Event Rate	\$6-\$50	\$6-\$55	\$7-\$55

### Vallejo Street Garage

\* No change from previous fiscal year, SFpark variable rates continue.

<b>Transient rates</b>	<b>Current Year</b>	<b>FY2019 Rate</b>	<b>FY 2020 Rate</b>
0-1 Hour	SFpark program	*	*
1-2 Hours	SFpark program	*	*
2-3 Hours	SFpark program	*	*
3-4 Hours	SFpark program	*	*
4-5 Hours	SFpark program	*	*
5-6 Hours	SFpark program	*	*
6-7 Hours	SFpark program	*	*
7-8 Hours	SFpark program	*	*
8-9 Hours	SFpark program	*	*
9-10 Hours	SFpark program	*	*
Daily Maximum/Lost Ticket	SFpark program	*	*

<b>Transient rates</b>	<b>Current Year</b>	<b>FY2019 Rate</b>	<b>FY 2020 Rate</b>
Early Bird	SFpark program	*	*
Motorcycle (daily)	SFpark program	*	*
<b>Monthly</b>	<b>Current Year</b>	<b>FY2019 Rate</b>	<b>FY 2020 Rate</b>
Reserved	SFpark program	*	*
Regular	SFpark program	*	*
Carshare / Car Pool	SFpark program	*	*
Restricted (weekend and evening: enter after 6pm, exit by 9am next day)	SFpark program	*	*
<b>Other</b>	<b>Current Year</b>	<b>FY2019 Rate</b>	<b>FY 2020 Rate</b>
Late Monthly Payment	\$36	\$37	\$38
New Account Activation Fee	\$36	\$37	\$38
Access Card Replacement	\$36	\$37	\$38
Reopening Garage	\$56	\$58	\$60
No-key Valet Parking	\$36	\$37	\$38
Special Event Rate	\$6-\$50	\$6-\$55	\$7-\$55

**7<sup>th</sup> & Harrison Lot**

\*No change from previous fiscal year, SFpark variable rates continue.

<b>Transient rates</b>	<b>Current Year</b>	<b>FY 2019 rate</b>	<b>FY 2020 rate</b>
0-1 Hour	SFpark program	*	*
1-2 Hours	SFpark program	*	*
2-3 Hours	SFpark program	*	*
3-4 Hours	SFpark program	*	*
4-5 Hours	SFpark program	*	*
5-6 Hours	SFpark program	*	*
6-7 Hours	SFpark program	*	*
7-8 Hours	SFpark program	*	*
8-9 Hours	SFpark program	*	*
9-10 Hours	SFpark program	*	*
Daily Maximum/Lost Ticket	SFpark program	*	*
Juror	SFpark program	*	*
Weekend, Holiday	SFpark program	*	*
Early Bird	SFpark program	*	*
Motorcycle (daily)	SFpark program	*	*
<b>Monthly</b>			
Reserved	SFpark program	*	*
Regular	SFpark program	*	*
Carshare / Car Pool	SFpark program	*	*

<b>Transient rates</b>	<b>Current Year</b>	<b>FY 2019 rate</b>	<b>FY 2020 rate</b>
Restricted (weekend and evening: enter after 6pm, exit by 9am next day)	<i>SFpark</i> program	*	*
<b>Other</b>			
Late Monthly Payment	\$36	\$37	\$38
New Account Activation Fee	\$36	\$37	\$38
Access Card Replacement	\$36	\$37	\$38
Reopening Garage	\$56	\$58	\$60
No-key Valet Parking	\$36	\$37	\$38
Special Event Rate	\$6-\$50	\$6-\$55	\$7-\$55

**Enclosure 6.****FY 2019 and FY 2020 Capital Funding – Development Fees and Population-Based General Fund Allocation**

	<b>FY 2019</b>	<b>FY 2020</b>
<b>Development Impact Fees</b>	<b>\$4,554,000</b>	<b>\$5,094,000</b>
Eastern Neighborhoods		
Transit Improvements	\$2,224,000	\$2,575,000
Streets Improvements	-	-
Market Octavia		
Transit Improvements	\$1,750,000	\$150,000
Streets Improvements	\$580,000	\$2,150,000
Visitacion Valley		
Transit Improvements	-	
Streets Improvements	-	\$219,000
<b>Population-based General Fund Allocation</b>	<b>\$47,490,000</b>	<b>\$51,530,000</b>
Transit Improvements	\$35,620,000	\$38,650,000
Streets Improvements	\$11,870,000	\$12,880,000
<b>TOTAL</b>	<b>\$52,044,000</b>	<b>\$56,624,000</b>

Possible Projects to be funded by development impact fees include:

***Eastern Neighborhoods (EN)******22 Fillmore: 16th Street Improvement Project***

The project aims to revamp the transportation infrastructure along this rapidly changing 2.3-mile transit corridor. It will address the transportation needs of current and future residents, workers, and visitors to the southeastern portion of the 22 Fillmore route along 16th Street, including transit-only lanes, transit bulbs, new traffic and pedestrian signals, as well as new streetscape amenities. The project will transform and shape the 16th Street corridor by improving transit reliability, travel time, safety and accessibility for all users.

***Potrero Streetscape***

Design and construct traffic signal modifications at twelve intersections on Potrero Avenue between 17th Street and 25th Street. Upgrades include new poles, conduits, signal heads, sensys units, and audible pedestrian signals at the following locations: Potrero/17th, Potrero/Mariposa, Potrero/18th, Potrero/19th, Potrero/20th, Potrero/21st, Potrero/22nd (N), Potrero/22nd St (S), Potrero/23rd, Potrero/24th St and Potrero/25th.

***Market Octavia (MO)******Valencia Protected Bike Lanes***

Project will plan, design, and construct upgraded protected bikeways on Valencia Street from Market Street to 15th Street, following the recommendations of SF Planning's Market Street Hub Plan. The project will design protected bikeways in conjunction with community outreach,

including extensive analysis of curb management and turn restrictions to ensure that Valencia Street works for all users.

#### *Upper Market Street Safety Project*

Plan, design, and implement curb management strategies on the Upper Market corridor (Market Street between Castro Street and Octavia Boulevard, including adjacent block faces of intersecting streets) to improve safety and convenience for people parking, loading and biking. Efficient, demand-responsive curb management reduces the hazards of double parking and meets the needs of residents, businesses, and the general public as they vary from block to block on the corridor. Curb management strategies include increasing the number of spaces for commercial loading, passenger loading, accessible parking, short-term parking, as well as the increasing the overall number of managed parking spaces. Other strategies include modifying time limits, hours of operation, and pricing for metered spaces.

#### *HUB Transit Improvements*

Programmatic line for transit improvements in the Hub area of the Market and Octavia Plan Area. The Van Ness and Market Downtown Residential Special Use District (SUD) encourages the development of a transit-oriented, high-density, mixed-use residential neighborhood around the intersections of Market Street and Van Ness Avenue and Mission Street and Van Ness. Improvements from this program would upgrade and enhance transit to meet anticipated needs, and could include projects like Van Ness Muni Metro Station improvements (e.g., vertical circulation, access) and signal upgrades at Market and 11th Streets.

#### *Page Street Neighborway*

Construct pedestrian and bicycle safety upgrades to Page Street between Webster and Market streets, which is an identified 'Neighborway' (residential non-arterial prioritized for walking and bicycling) and 'Green Connection' as identified by the SF Planning Department's Green Connections planning document. Project components are expected to include up to six sidewalk bulbouts with landscaping and/or storm water planters, a raised intersection at Buchanan Street for improved access to Koshland Park, bicycle parking, and potential eastbound traffic diversion at Webster Street to limit vehicular traffic within the John Muir Elementary school zone.

#### *Octavia Boulevard Enhancement*

Construct comprehensive streetscape upgrades (sidewalk widening, traffic calming, landscaping) to the northbound local lane of Octavia Boulevard and intersecting streets between Haight and Hayes streets (4 blocks), in coordination with adjacent development of parcels created by the removal of the Central Freeway. Project may also include implementation of pilot circulation changes (vehicular restrictions), temporary pedestrian plaza(s), and related curb space impacts on Octavia Boulevard at Patricia's Green.

#### *Visitacion Valley (VV)*

##### *Visitacion Valley Greenway*

Plan and construct new pedestrian amenities to provide safe pedestrian access to the Visitacion Valley Greenway. New accessible, raised mid-block crosswalks connecting greenway sections would be provided at Raymond and Arleta Avenues, and Teddy Avenue pending sufficient width. In addition, the 4-way intersection at Tucker Avenue and Rutland Street would be upgraded with a continental crosswalk. This project was identified by the community as a priority for improving

walkability and connectivity in the neighborhood. The project was identified through the Planning Department's Visitacion Valley IPIC development impact fee prioritization process.

***Population-based General Fund Allocation***

*Possible projects to be funded include:*

*Transit Reliability*

Funding will support transit system improvements and projects that improve transit reliability, frequency of service, capacity, or state of good repair. Projects could include light rail vehicle expansion, motor coach expansion and vehicle overhauls; Muni Forward/Rapid Network projects such as transit priority lanes, improved boarding zones, signage, and transit signal priority; and station area improvements such as new elevators.

*Street Safety*

Funding will support projects that improve street safety for all users such as enhancement and expansion of bicycle network corridors identified through the Bicycle Strategy, pedestrian safety improvements prioritized through WalkFirst, corridor-wide pedestrian safety enhancements on the High Injury Network, pedestrian and traffic calming improvements coordinated with paving and utility projects, school area safety improvements, and new signals and signal upgrades



**SFMTA**  
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**DRAFT**  
**Title VI Analysis**  
**FY 2019 & FY 2020**  
**Proposed Fare Changes**



## DRAFT

### **I. Background**

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. Specifically, Title VI provides that "no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." (42 U.S.C. Section 2000d)

The draft analysis below, to be forwarded to the Board of Directors of the San Francisco Municipal Transportation Agency (SFMTA) for preliminary review and public comment on March 20, 2018, responds to the reporting requirements contained in the Federal Transit Administration's (FTA) Circular 4702.1B, "Title VI and Title VI-Dependent Guidelines," which provides guidance to transit agencies serving large urbanized areas and requires that these agencies "shall evaluate significant system-wide service and fare changes and proposed improvements at the planning and programming stages to determine whether these changes have a discriminatory impact." (Circular 4702.1B, Chapter IV-10) The FTA requires that transit providers evaluate the effects of service and fare changes on low-income populations in addition to Title VI-protected categories of race, color and national origin. Once finalized, SFMTA is required to submit the analysis to the SFMTA Board of Directors for its final consideration, and approval and will provide a copy of the SFMTA Board resolution to the FTA. SFMTA will conduct a multilingual outreach campaign in order to gather public comment on the proposed fare changes, which may impact the final analysis presented to the SFMTA Board.

The SFMTA, a department of the City and County of San Francisco, was established by voter proposition in 1999. One of the SFMTA's primary responsibilities is running the San Francisco Municipal Railway, known universally as "Muni." Muni is the largest transit system in the Bay Area and the seventh largest in the nation, with approximately 700,000 passenger boardings per day and serving approximately 215 million customers a year. The Muni fleet includes: historic streetcars, renewable diesel and electric hybrid buses and electric trolley coaches, light rail vehicles, paratransit cabs and vans and the world-famous cable cars. Muni provides one of the highest levels of service per capita with over 60 bus routes, seven light rail lines, two historic streetcar lines and three cable car lines and provides seamless connections to other Bay Area public transit systems such as BART, AC Transit, Golden Gate Transit and Ferries, SamTrans, and Caltrain.

This preliminary Title VI analysis includes:

- SFMTA's Board-approved disparate impact and disproportionate burden policies;
- A description of the proposed fare changes and background on why the changes are being proposed;
- A data analysis based on customer survey data to determine the percentage of users of each fare media proposed for increase or decrease, including a profile of fare usage by protected group – minority and low-income – and a comparison to their representation system-wide;
- An analysis of potential impacts on minority and/or low-income customers;
- Any required analysis of alternative transit modes, fare payment types or fare media availability for customers who may be impacted by the proposed fare changes; and,
- A summary of planned public outreach and engagement efforts to seek public comment.

## **II. SFMTA's Title VI-Related Policies**

On October 1, 2012, FTA issued updated Circular 4702.1B, which requires a transit agency's governing board to adopt the following policies related to fare and service changes:

- Major Service Change Definition – establishes a definition for a major service change, which provides the basis for determining when a service equity analysis needs to be conducted.
- Disparate Impact and Disproportionate Burden Policies – establishes thresholds to determine when proposed major service changes or fare changes would adversely affect minority and/or low-income populations and when alternatives need to be considered or impacts mitigated.

In response to Circular 4702.1B, SFMTA developed the following recommended Disparate Impact and Disproportionate Burden Policies, which were approved, after an extensive multilingual public outreach process, by the SFMTA Board of Directors on August 20, 2013:

- Disparate Impact Policy determines the point (“threshold”) when adverse effects of fare or service changes are borne disparately by minority populations. Under this policy, a fare change, or package of changes, or major service change, or package of changes, will be deemed to have a disparate impact on minority populations if the difference between the percentage of the minority population impacted by the changes and the percentage of the minority population system-wide is eight percentage points or more. Packages of major service changes across multiple routes will be evaluated cumulatively and packages of fare increases across multiple fare instruments will be evaluated cumulatively.
- Disproportionate Burden Policy determines the point when adverse effects of fare or service changes are borne disproportionately by low-income populations. Under this policy, a fare change, or package of changes, or major service change, or package of changes, will be deemed to have a disproportionate burden on low-income populations if the difference between the percentage of the low-income population impacted by the changes and the percentage of the low-income population system-wide is eight percentage points or more. Packages of major service changes across multiple routes will be evaluated cumulatively and packages of fare increases across multiple fare instruments will be evaluated cumulatively.

As part of the SFMTA's process to develop the disparate impact and disproportionate burden policies, SFMTA conducted a multilingual stakeholder outreach campaign to receive input on the proposed policies and engage the public in the decision-making process for adoption of these policies by the SFMTA Board. This effort included presentations to the SFMTA Citizens Advisory Council (CAC) and Muni Accessible Advisory Committee (MAAC), as well as two public workshops. The workshops were promoted through email, telephone calls to community groups and in nine languages on the SFMTA website. Outreach was also targeted to approximately 30 Community Based Organizations and transportation advocates with broad representation among low-income and minority communities. Staff also offered to meet with some community groups if they were unable to attend the public workshops. In addition, staff presented the Title VI recommendations at the SFMTA Board of Directors meeting on Tuesday, July 16, 2013. The policies were approved at the Board of Directors meeting on August 20, 2013.

### **III. Assessing Impacts of the Proposed Fare Changes on Minority and/or Low Income Communities**

As detailed in FTA Circular 4702.1B, transit providers shall evaluate the impacts of their proposed fare changes (either increases or decreases) on Title VI-protected populations (minority populations) and low-income populations separately, and within the context of their Disparate Impact and Disproportionate Burden policies, to determine whether minority and/or low-income riders are bearing a disproportionate impact of the change between the existing cost and the proposed cost. The impact may be defined as a statistical percentage. The disparate impact and disproportionate burden thresholds must be applied uniformly, regardless of fare media.

Minority Disparate Impact: If after analyzing the proposed fare changes, the SFMTA determines that minority riders will bear a disproportionate impact of the change between the existing cost and the proposed cost and chooses not to alter the proposed fare changes despite the disparate impact on minority ridership, or if it finds, even after modifications are made, that minority riders will continue to bear a disproportionate share of the proposed fare change, the fare change may only be implemented if:

- (i) There is a substantial legitimate justification for the proposed fare change, and
- (ii) SFMTA can show that there are no alternatives that would have a less disparate impact on minority riders but would still accomplish its legitimate program goals.

In order to make this showing, any alternatives must be considered and analyzed to determine whether those alternatives would have less of a disparate impact on the basis of race, color, or national origin, and then only the least discriminatory alternative can be implemented.

Low-Income Disproportionate Burden: If at the conclusion of the analysis, the SFMTA finds that low-income populations will bear a disproportionate burden of the proposed fare change, steps must be taken to avoid, minimize or mitigate impacts where practicable and descriptions of alternatives available to low-income populations affected by the fare changes must be provided.

### **IV. Data Analysis and Methodology**

In order to make an appropriate assessment of disparate impact or disproportionate burden in regard to fare changes, the transit provider must compare available customer survey data and show the number and percent of minority riders and low-income riders using a particular fare media, in order to establish whether minority and/or low-income riders are disproportionately more likely to use the mode of service, payment type or payment media that would be subject to the fare change. (Circular 4702.1B, Chapter IV-19). For the purposes of this Title VI analysis, demographic data for ridership by fare type was used from the comprehensive 2013 System-wide On Board Survey, conducted in Spring 2013.

The survey asked demographics questions for race/ethnicity, household income, household size, gender, age, vehicle ownership, and other information including fare type used on the trip and origin/destination information. Consultants collected over 22,000 survey responses, providing a statistically significant snapshot of ridership patterns. This provides the basis for determining the potential impacts of fare changes on our customers. A copy of the survey is available upon request. As noted above, in August 2013, the SFMTA Board approved a methodology for analyzing Title VI impacts. In the case of fare changes, both increases and decreases of any amount, this

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methodology relies on comparing the percentage of protected customers using a particular fare product or instrument to their representation system-wide.

When protected customers' usage of said fare product or instrument exceeds their system-wide average by eight percent or more, and the cost of that product or instrument is being increased, then a finding of disparate impact (minority populations) and/or disproportionate burden (low-income populations) is indicated.

Conversely, Title VI also requires that fare decreases be evaluated to determine whether they disproportionately benefit populations that are not protected by Title VI, thereby diverting the allocation of transit resources away from Title VI-protected groups. As a result, when Title VI-protected customers' usage of a fare product or instrument falls below their system-wide average by eight percent or more, and the cost of that product or instrument is being reduced, then a finding of disparate impact (minority-based impact) and/or disproportionate burden (low income-based impact) is indicated.

Respondents who declined to answer questions about income or ethnicity are excluded from the analysis. The overall system-wide averages were determined from National Transit Database and Automatic Passenger Counter (APC) data weighted by the weekly ridership share by line. The system-wide average for minority customers was determined to be 58%, and the system-wide average for low-income customers was determined to be 51%.

In order to protect privacy, survey respondents were asked to report their income bracket as opposed to their specific income. As a result, the analysis made assumptions about whether the combination of a particular respondent's household size and income bracket fell into a "low-income" category based on the Agency's definition of low-income described above. Generally, the analysis erred on the side of caution and placed possibly low-income respondents into the low-income category.

### *Customer Data for Free Muni Programs Not Included in the 2013 On-Board Survey*

For the purposes of this analysis, it's important to note that the 2013 On-Board Survey does not include any customer data for participants of the SFMTA's Free Muni Programs, which were introduced beginning in March 2013, after data collection had been completed. The first program was a free fare program for low to moderate income San Francisco youth aged 5-17. In 2014, the program was expanded to include 18 year olds as well as students, aged 19-22, who were enrolled in San Francisco Unified School District's English Learner and Special Education Services Programs. On March 1, 2015, SFMTA expanded the Free Muni Program to include People with Disabilities and Seniors, aged 65+. To date, there are 115,000 San Francisco residents enrolled in the Free Muni Program, 71,000 of which ride the system at least twice per month and are considered active users. While specific customer data will not be available for Free Muni Program participants until data from the 2017 On-Board survey is finalized in late spring 2018, it is assumed that prior to the availability of the Free Muni Program, a number of these customers were purchasing discount monthly passes and single ride fares. Additionally, the introduction of the Free Muni Program most likely introduced Muni services to residents who were not utilizing the service before.

## V. Description of Proposed Fare Changes and Summary of Impacts

The SFMTA's FY2019-2020 budget includes proposals to change fares per the Automatic Fare Indexing Policy as well as a second group of additional proposals that decrease prices for specific fare products below the indexing formula, and introduces two new fare products to increase options for low-income customers and provide additional flexibility for occasional Muni riders to promote transit use. (Note that the proposed Lifeline single ride fare (Clipper only) also requires approval by the MTC in order to be implemented.) Fare decreases are specifically proposed for those products where a five year review of sales showed a significant decrease in usage. These reductions are most apparent in 1, 3, and 7 Day Visitor Passports, which serve the tourist market. It is believed that reducing these fares will incentivize transit use in this group.

### *Automatic Fare Indexing Policy*

In 2009, the SFMTA Board adopted an Automatic Indexing Plan (AIP), a formula based on the combination of Bay Area Consumer Price Index for all urban consumers (CPI-U) and SFMTA labor costs that serves as a policy for incremental fare increases. Automatic Indexing is critical to ensure that service levels are not compromised given the increase in operating costs annually due to inflation. Operating costs include labor costs, fuel, material and parts for vehicle maintenance costs and all other costs needed to support service availability. Application of the Automatic Indexing Plan also ensures that riders can expect and anticipate small incremental fare increases over time rather than unknown larger increases sporadically. The AIP also reserves the right to forego an Automatic Inflater if the SFMTA Budget projections allow and reserves the right to set a higher Automatic Inflater if required or to set a different Automatic Inflater for each of the two years in the Operating Budget depending on the Operating Budget projections. Proposed fare changes analyzed below reflect both proposals based on the AIP as well as proposals that are intended to promote flexibility for occasional Muni riders and incentivize transit use for San Francisco visitors. An example of the automatic fare indexing policy is the proposal to raise the monthly "M" Muni-Only pass from \$75 currently to \$78 in FY 19 and \$81 in FY 20. All indexing proposals are included in Tables 2 and 4 below.

### *Additional Proposals Outside of Indexing Policy*

Additional proposals for FY 19 and 20 include:

- ***All Fare Categories – Cash Fare Increase for Cash Paying Riders***  
The proposed budget would increase full fares by \$0.25 and \$0.15 for reduced fares when customers pay using cash on-board vehicles or for tickets at Metro stations pursuant to the automated indexing formula in FY 20. Fares paid using a Clipper® card or with MuniMobile (which requires a credit or debit card or a PayPal account linked to a credit, debit or bank account) would not be subject to this fare increase, bringing the total discount to \$0.50 and \$0.25 respectively, when using these options. The purpose of this fare increase would be to incentivize customers to prepay fares before boarding, thus speeding customer boardings and reducing dwell times. With fewer transactions, this proposal may also reduce farebox maintenance and cash processing requirements.
- ***Adult Fares – Monthly "A" pass premium cap***

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The monthly Adult “A” pass is valid both on Muni and on BART within San Francisco city limits. The differential between the standard monthly Muni pass and the “A” pass has been increased over the past five years to recover more of the cost paid to BART for providing this access, however, we have found sales of this fare product have decreased 23%. This proposal would cap the premium rate on this pass to \$15 above the “M” Muni-only pass, decreasing the “A” pass, from its current price of \$94 by \$1 in FY 19, followed by a \$3 increase in FY 20, for a total increase of \$2 during the budget period. The purpose of this change is to maintain affordability of inter-operator service available only on this pass and reduce customer transition to heavily used parallel Muni service along the Mission Street corridor.

- ***Visitor Passports - Discount for Visitor Passports on MuniMobile and Clipper®***

Sales of 1, 3 and 7 Day Visitor Passports have decreased 47%, 34% and 43% respectively over the past five years. This proposal would reduce overall fares for Passports when purchased using MuniMobile or Clipper incentivizing pre-payment and Muni ridership for our visitor market.

- ***Lifeline Single Ride Fare (Clipper Only)*** – The Metropolitan Transportation Commission (MTC) is leading regional discussions with transit operators to upgrade the Clipper® system to offer a single ride low-income fare for customers who qualify based on income. This would complement the SFMTA’s existing low-income Lifeline monthly pass program and serve the same populations that are using Lifeline, as well as broadening access to other customers who qualify as low-income and for whom the upfront expense of the discounted Lifeline pass may not be viable. This proposed fare product is included in this analysis and approval is being requested from the SFMTA Board, however, implementation would be contingent on regional approval. The single ride fare will be priced at 50% of a full price, single ride fare.

- ***All Day Pass (MuniMobile Only)*** – The SFMTA is proposing to introduce an all-day pass (not valid on Cable Car), that would be priced at either a multiplier of two or two and one half rides. Initially this product would be available only on MuniMobile, enabling the SFMTA to evaluate the demand and pricing model.

Tables 1 through 2 below include current and proposed fares by planned year of implementation, as well as the demographic characteristics of the customers who use each fare type. They also include a comparison of the cumulative usage of these fare types by minority and low-income customers to their representation system-wide. Consistent with SFMTA’s disparate impact and disproportionate burden policies, a disparate impact and/or disproportionate burden finding is indicated if the total usage by minority and/or low-income customers deviates from their system-wide averages by eight percent or more.

Tables 1 through 4 provide disparate impact and disproportionate burden analyses for the cumulative effects of the proposed fare decreases and increases. In summary, as illustrated in Table 5:

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- When taken collectively, the proposed fare increases and decreases would impact approximately 77 percent SFMTA customers, regardless of their ethnicity or income status.
- While there are no disparate impacts or disproportionate burden effects on the fare increase packages taken as a whole, individual fare proposals may impact minority or low-income populations differently. Section VII will examine this in more detail.
- In addition, if the SFMTA Board chooses not to move forward with a particular proposal, regardless of whether a proposed fare decrease or increase, the analysis will need to be updated to determine whether or not the change will result in a disparate impact or disproportionate burden.

**Table 1: Assessment of Disparate Impacts – Fare Decreases**

<b>Fare Type</b>	<b>FY 2018 Current Fares</b>	<b>FY 2019 Proposed Fares</b>	<b>FY 2020 Proposed Fares</b>	<b>FY 2018-2020 Change</b>	<b>FY 2019-2020 % Change</b>	<b>Estimated Ridership</b>	<b>Estimated Minority Ridership</b>	<b>% Minority</b>
<b>Passports (MuniMobile/Clipper)</b>	1-Day: \$22.00	1-Day: \$12.00	1-Day: \$12.00	1-Day: (\$10.00)	1-Day: (45%)	22,105	9,608	43%
	3-Day: \$33.00	3-Day: \$24.00	3-Day: \$24.00	3-Day: (\$9.00)	3-Day: (27%)			
	7-Day: \$43.00	7-Day: \$39.00	7-Day: \$39.00	7-Day: (\$4.00)	7-Day: (9%)			
<b>Low Income Single Ride Fare (Clipper only)*</b>	\$2.75	\$1.25 or \$1.50**	\$1.25 or \$1.50**	Not Applicable	Not Applicable	6,329	5,818	92%
<b>All Day Pass (Muni Mobile Only)</b>	Proposed new fare/no current fare	\$5.00 or \$6.25	TBD	Not Applicable	Not Applicable	Data Not Available	Data Not Available	Data Not Available

\*Demographic data is reflective of the Lifeline Monthly Pass usage data since it is assumed the same population would benefit from this new fare type.

\*\* Fares to be determined. Will most likely be 50% of standard single ride fare.

*Note: The 2013 Systemwide On-Board Survey did not distinguish between MuniMobile /Clipper and Vendor/Kiosk Sales types for Passports*

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**Table 2: Assessment of Disparate Impacts – Fare Increases**

<b>Fare Type</b>	<b>FY 2018 Current Fares</b>	<b>FY 2019 Proposed Fares</b>	<b>FY 2020 Proposed Fares</b>	<b>FY 2018-2020 Change</b>	<b>FY 2019-2020 % Change</b>	<b>Estimated Ridership</b>	<b>Estimated Minority Ridership</b>	<b>% Minority</b>
<b>Adult Base Fare – On Board Cash/LU Premium</b>	\$2.75	\$2.75	\$3.00	\$0.25	9%	147,144	85,553	58%
<b>Youth Base Fare – On Board Cash/LU Premium</b>	\$1.35	\$1.35	\$1.50	\$0.15	11%	16,714	14,759	88%
<b>Senior Base Fare – On Board Cash/LU Premium</b>	\$1.35	\$1.35	\$1.50	\$0.15	11%	12,472	5,475	44%
<b>Disabled Base Fare – On Board Cash/LU Premium</b>	\$1.35	\$1.35	\$1.50	\$0.15	11%	5,109	2,554	50%
<b>Adult “A” Fast Pass with rides on BART in SF</b>	\$94.00	\$93.00	\$96.00	\$2.00	2%	253,453	145,991	58%
<b>Adult “M” Fast Pass MuniMobile Only</b>	\$75.00	\$78.00	\$81.00	\$6.00	8%			
<b>Youth Monthly Pass – 50% of Adult Fare</b>	\$38.00	\$39.00	\$41.00	\$3.00	8%	19,190	17,033	89%
<b>Senior Monthly Pass – 50% of Adult Fare</b>	\$38.00	\$39.00	\$41.00	\$3.00	8%	18,731	8,431	45%
<b>Disabled Monthly Pass – 50% of Adult Fare</b>	\$38.00	\$39.00	\$41.00	\$3.00	8%	11,309	7,229	64%
<b>Lifeline Monthly Pass</b>	\$38.00	\$40.00	\$41.00	\$3.00	8%	6,329	5,818	92%



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<b>Fare Type</b>	<b>FY 2018 Current Fares</b>	<b>FY 2019 Proposed Fares</b>	<b>FY 2020 Proposed Fares</b>	<b>FY 2018-2020 Change</b>	<b>FY 2019-2020 % Change</b>	<b>Estimated Ridership</b>	<b>Estimated Minority Ridership</b>	<b>% Minority</b>
<b>Passports (Vendor/Kiosk Sales)</b>	1-Day: \$22.00	1-Day: \$23.00	1-Day: \$24.00	1-Day: \$2.00	1-Day: 9%	22,105	9,608	43%
	3-Day: \$33.00	3-Day: \$34.00	3-Day: \$36.00	3-Day: \$3.00	3-Day: 9%			
	7-Day: \$43.00	7-Day: \$45.00	7-Day: \$47.00	7-Day: \$4.00	7-Day: 9%			
	<b>Class Pass</b>	\$31.00	\$32.00	\$34.00	\$3.00			

*Note: The 2013 Systemwide On-Board Survey did not distinguish between 'A' (BART) and 'M' (Muni-Only) Adult Passes and between MuniMobile/Clipper and Vendor/Kiosk Sales types for Passports.*

**Table 3: Assessment of Disparate Impacts – No Fare Change**

<b>Fare Type</b>	<b>FY 2018 Current Fares</b>	<b>FY 2019 Proposed Fares</b>	<b>FY 2020 Proposed Fares</b>	<b>FY 2018-2020 Change</b>	<b>FY 2019-2020 % Change</b>	<b>Estimated Ridership*</b>	<b>Estimated Minority Ridership</b>	<b>% Minority</b>
<b>Free Muni for Low-Moderate Income Youth</b>	\$0.00	\$0.00	\$0.00	\$0.00	0%	19,760	Not Available	Not Available
<b>Free Muni for Low-Moderate Income Seniors</b>	\$0.00	\$0.00	\$0.00	\$0.00	0%	41,900	Not Available	Not Available
<b>Free Muni for Low-Moderate Income People with Disabilities</b>	\$0.00	\$0.00	\$0.00	\$0.00	0%	10,100	Not Available	Not Available

*\*Ridership defined as "Monthly Active Users" who use their Free Muni Pass at least twice per month. Monthly figures for December 2017 reported.*

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**Table 4: Assessment of Disproportionate Burden – Fare Decreases**

<b>Fare Type</b>	<b>FY 2018 Current Fares</b>	<b>FY 2019 Proposed Fares</b>	<b>FY 2020 Proposed Fares</b>	<b>FY 2019-2020 Change</b>	<b>FY 2018-2020 % Change</b>	<b>Estimated Ridership</b>	<b>Estimated Low Income Ridership</b>	<b>% Low Income</b>
<b>Passports (Muni Mobile/Clipper)</b>	1-Day: \$22.00 3-Day: \$33.00 7-Day: \$43.00	1-Day: \$12.00 3-Day: \$24.00 7-Day: \$39.00	1-Day: \$12.00 3-Day: \$24.00 7-Day: \$39.00	1-Day: (\$10.00) 3-Day: (\$9.00) 7-Day: (\$4.00)	1-Day: (45%) 3-Day: (27%) 7-Day: (9%)	19,831	9,503	48%
<b>Low Income Single Ride Fare (Clipper only)*</b>	\$2.75	\$1.25 or \$1.50**	\$1.25 or \$1.50**	Not Applicable	50%	6,535	6,022	92%
<b>All Day Pass (Muni Mobile Only)</b>	Proposed new fare/no current fare	\$5.00 or \$6.25	TBD	Not Applicable	Not Applicable	Data Not Available	Data Not Available	Data Not Available

\*Demographic data is reflective of the Lifeline Monthly Pass usage data since it is assumed the same population would benefit from this new fare type.

*Note: The 2013 Systemwide On-Board Survey did not distinguish between MuniMobile/Clipper and Vendor/Kiosk Sales types for Passports.*

**Table 5: Assessment of Disproportionate Burden – Fare Increases**

<b>Fare Type</b>	<b>FY 2018 Current Fares</b>	<b>FY 2019 Proposed Fares</b>	<b>FY 2020 Proposed Fares</b>	<b>FY 2019-2020 Change</b>	<b>FY 2018-2020 % Change</b>	<b>Estimated Ridership</b>	<b>Estimated Low Income Ridership</b>	<b>% Low Income</b>
<b>Adult Base Fare – On Board Cash/LU Premium</b>	\$2.75	\$2.75	\$3.00	\$0.25	9%	178,779	108,267	61%
<b>Youth Base Fare – On Board Cash/LU Premium</b>	\$1.35	\$1.35	\$1.50	\$0.15	11%	20,727	16,302	79%

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<b>Fare Type</b>	<b>FY 2018 Current Fares</b>	<b>FY 2019 Proposed Fares</b>	<b>FY 2020 Proposed Fares</b>	<b>FY 2019-2020 Change</b>	<b>FY 2018-2020 % Change</b>	<b>Estimated Ridership</b>	<b>Estimated Low Income Ridership</b>	<b>% Low Income</b>
<b>Senior Base Fare – On Board Cash/LU Premium</b>	\$1.35	\$1.35	\$1.50	\$0.15	11%	13,200	7,389	56%
<b>Disabled Base Fare – On Board Cash/LU Premium</b>	\$1.35	\$1.35	\$1.50	\$0.15	11%	8,978	7,722	86%
<b>Adult “A” Fast Pass with rides on BART in SF</b>	\$94.00	\$93.00	\$96.00	\$2.00	2%	225,507	98,019	43%
<b>Adult “M” Fast Pass MuniMobile Only</b>	\$75.00	\$78.00	\$81.00	\$6.00	8%			
<b>Youth Monthly Pass – 50% of Adult Fare</b>	\$38.00	\$39.00	\$41.00	\$3.00	8%	24,512	19,559	80%
<b>Senior Monthly Pass – 50% of Adult Fare</b>	\$38.00	\$39.00	\$41.00	\$3.00	8%	18,536	3,291	18%
<b>Disabled Monthly Pass – 50% of Adult Fare</b>	\$38.00	\$39.00	\$41.00	\$3.00	8%	18,542	3,600	19%
<b>Lifeline Monthly Pass</b>	\$38.00	\$40.00	\$41.00	\$3.00	8%	6,535	6,022	92%

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<b>Fare Type</b>	<b>FY 2018 Current Fares</b>	<b>FY 2019 Proposed Fares</b>	<b>FY 2020 Proposed Fares</b>	<b>FY 2019-2020 Change</b>	<b>FY 2018-2020 % Change</b>	<b>Estimated Ridership</b>	<b>Estimated Low Income Ridership</b>	<b>% Low Income</b>
<b>Passports (Kiosk/ Vendor Sales)</b>	1-Day: \$22.00	1-Day: \$23.00	1-Day: \$24.00	1-Day: \$2.00	1-Day: 9%	19,831	9,503	48%
	3-Day: \$33.00	3-Day: \$34.00	3-Day: \$36.00	3-Day: \$3.00	3-Day: 9%			
	7-Day: \$43.00	7-Day: \$45.00	7-Day: \$47.00	7-Day: \$4.00	7-Day: 9%			
<b>Class Pass</b>	\$31.00	\$32.00	\$34.00	\$3.00	10%	6,184	4,949	80%

*Note: The 2013 Systemwide On-Board Survey did not distinguish between 'A' (BART) and 'M' (Muni-Only) Adult Passes and between MuniMobile/Clipper and Vendor/Kiosk Sales types for Passports.*

**Table 6: Summary of Disparate Impact and Disproportionate Burden Analysis, All Fare Changes**

<b>Change</b>	<b>% Minority Impacted</b>	<b>System-wide % Minority</b>	<b>Disparate Impact?</b>	<b>% Low-Income Impacted</b>	<b>System-wide % Low-</b>	<b>Disproportionate Burden?</b>
<b>All Fare Decreases</b>	54%	58%	No	59%	51%	No
<b>All Fare Increases</b>	60%	58%	No	53%	51%	No

A disparate impact or disproportionate burden is found if the total usage by minority and/or low-income customers deviates from their system-wide averages by eight percent or more.

*All Fare Decreases*

The proposed fare decreases will benefit 54% of minority ridership and 59% of low income ridership. Both are within eight percent or more of their respective system-wide averages so no disparate impact or disproportionate burden is found. As noted above, if the MTA Board chooses not to move forward with any of the proposed fare decreases analyzed above, the analysis will need to be updated to ensure the change does not result in a disparate impact, which would require further analysis, including an analysis of less discriminatory fare alternatives, or a finding of disproportionate burden.

*All Fare Increases*

All fare increases will impact 60% of minority ridership and 53% of low income ridership. Both are within eight percent of their respective system-wide averages so no disparate impact or disproportionate burden is found. If the MTA Board chooses not to move forward with any of the proposed fare increases, the analysis will need to be re-conducted to ensure the change does not result in a disparate impact, which would require further analysis, including an analysis of less discriminatory fare alternatives, or a finding of disproportionate burden.

## **VI. Low and Moderate Income Fare Programs**

As mentioned above, over the past decade, the SFMTA has developed a number of programs geared specifically towards low-income customers in every fare category: the Lifeline Pass (half price monthly pass), Free Muni for Youth, Free Muni for Seniors, and Free Muni for People with Disabilities. The table below indicates the income eligibility thresholds for each of these programs.

**Table 6: Muni Discount Programs**

Household Size	<b>Adult Lifeline Pass</b> (50% off Muni-Only ‘M’ Pass) Eligibility: 200% of Federal Poverty Level or Less (2017)	<b>Free Muni for Low and Moderate Income Youth, Seniors and People with Disabilities</b> Eligibility: 100% Bay Area Median Income or Less (2017)
1	\$24,120	\$80,700
2	\$32,480	\$92,250
3	\$40,840	\$103,750
4	\$49,200	\$115,300
5	\$57,560	\$124,500
6	\$65,920	\$133,750
7	\$74,280	\$142,950

The SFMTA offers its Lifeline Pass at a 50% discount relative to the Muni-Only pass. The Lifeline Pass, which was created by SFMTA in 2005 in conjunction with the City’s Human Services Agency in order to minimize the impact of fare increases being implemented at that time, will continue to be offered at a 50% discount off the regular pass price. Eligibility for the Lifeline Pass is based on three criteria: (1) enrollment in the Working Families Tax Credit, the local version of the Earned Income Tax Credit; (2) enrollment in another income support program administered by the Human Services Agency (e.g., food stamps, County Adult Assistance Program, or CalWORKS); or (3) income at or below 200 percent of the federal poverty level, which is a pre-tax income of approximately \$49,200 for a family of four people as of 2017.

## **VII. Discussion of Cash Fare Increase for Cash Paying Riders**

The proposed fare policy would implement a \$0.50 fare increase for adult customers and \$0.25 for Seniors, Youth and People with Disabilities, who pay with cash on-board vehicles or at Metro stations. The purpose of this fare increase would be to incentivize customers to prepay fares before boarding by pre-loading their Clipper® card or paying with MuniMobile Ticketing. Potential benefits would include:

- Reducing dwell times, increasing reliability and increasing on-time performance
- Reducing farebox transactions and maintenance

*Summary of Demographic Usage of Cash Fare Increase for Cash Paying Riders versus Fare Payments Using a Clipper® Card with Cash Value*

**DRAFT**

SFMTA’s 2013 On-Board Customer Survey found that approximately 22% of SFMTA customers pay with cash on-board vehicles. Overall these cash payments have likely declined since 2013 due to the full implementation of the Free Muni for Low and Moderate Income Youths, Seniors and People with Disabilities, which requires eligible customers to use a Clipper® Card. Focusing on adult ridership, where no corresponding fare changes have been made, a demographic analysis of the survey data indicates that:

- Adult on-board cash payers are about 9% more likely to be minority and 24% more likely to be low-income than those using a Clipper® Card
- Adult on-board cash payers have an estimated annual median income of under \$35,000, compared to an estimated \$70,000 for customers who use a Clipper® Card with cash value

**Table 7: Base Fare Payment: Clipper® Card Cash Value vs. On-Board Cash**

Fare Category	Clipper® Card Cash Value % Minority	On-Board Cash % Minority	Clipper® Card Cash Value % Low Income	On-Board Cash % Low Income
Adult	49.4%	58.1%	36.3%	60.6%
Youth	79.9%	88.3%	65.1%	78.6%
Senior	42.7%	43.9%	45.6%	56.0%
Disabled	57.7%	50.0%	71.9%	86.0%

Table 7 illustrates the percentages of minority and low-income populations that pay the base fare using (a) a Clipper® Card with cash value versus (b) paying with cash (which would be subject to the \$0.50 fare increase for adults and \$0.25 fare increase for Seniors, Youth and People with Disabilities). Detailed demographic information about MuniMobile usage is not available; the program began after the 2013 On-Board Customer Survey took place. However, it is possible that MuniMobile users could have higher income levels than on-board cash users. Activating MuniMobile Ticketing requires a credit or debit card or a PayPal account tied to a credit, debit or bank account.

Since the 2013 On-Board Customer Survey was conducted, the SFMTA has implemented the Free Muni for Low- and Moderate Income Youths, Seniors and People with Disabilities program. With the income threshold set at 100% of the Bay Area median income, all low-income persons in those discount categories would be eligible for those free programs and not be negatively impacted by the differential.

Additionally, for youth customers, there appears to be a high correlation between low-income and minority ridership status. A Spring 2013 survey of public high school students conducted by the San Francisco Unified School District in partnership with the SFMTA revealed that approximately 94% of Free Muni for Youth Pass recipients were members of an ethnic minority or mixed race.

*Cash Fare Increase for Cash Paying Riders Analysis for Adult Minority and Low-Income Populations*

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Based on this analysis, the most significant impacts of the \$0.50 additional cash fare increase would be on adult minority and low-income customers.

- 58% of adults paying cash on-board are minorities<sup>1</sup>, compared to 49% of adults paying with Clipper® Card cash value
- 61% of adults paying cash on-board are low-income, compared to 36% of adults paying with Clipper® Card cash value

The SFMTA offers one of the most robust low-income fare programs among peer transit agencies. In particular, adults earning less than two times the Federal Poverty Level are eligible to purchase a Lifeline Pass which offers a 50% discount off the Muni-Only ‘M’ Pass. Free Muni is also available for youths, seniors and people with disabilities at or below the Bay Area median income.

However, there are still low-income adult customers who (a) do not ride Muni often enough to make purchasing a Lifeline Pass financially worthwhile, and/or (b) are lower income but are ineligible to purchase a Lifeline Pass. For example, a full-time worker earning San Francisco’s \$14.00 minimum wage would have a pre-tax income of approximately \$29,120 per year, above the \$24,120 income eligibility threshold for the Lifeline Pass.

Table 8 indicates the approximate income distribution of adult cash and non-cash customers based on responses from the 2013 Systemwide On-Board Survey. (Because those surveyed indicated their income by range, exact income levels are not available and may have changed since 2013.) The estimated annual median income for customers paying with cash on-board is less than \$35,000 compared with approximately \$70,000 for customers paying with Clipper® Card cash value.

**Table 8: Income Distribution of Adult Base Fare Payments: Clipper® Card with Cash Value vs. On-Board Cash<sup>1</sup>**

Income Range	Clipper® Card with Cash Value	On-Board Cash Payment
Under \$15,000	14%	26%
\$15,000-24,999	8%	15%
\$25,000-34,999	7%	10%
\$35,000-49,999	10%	11%
\$50,000-99,999	27%	20%
\$100,000-149,999	16%	8%
\$150,000-199,999	8%	5%
\$200,000 and over	10%	5%

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<sup>1</sup> Under the Board-approved Disparate Impact and Disproportionate Burden Policies, the methodology aggregates all minority groups (e.g., Asian, Black/African-American, Hispanic and Native American) together for the purposes of evaluating whether there is a disparate impact. This does not necessarily imply that the impacts would be uniform across different minority groups.

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Income Range	Clipper® Card with Cash Value	On-Board Cash Payment
Approximate Median Income	Approximately \$70,000 <sup>2</sup>	Less than \$35,000

<sup>1</sup> Free Muni programs for youths, seniors and people with disabilities do not apply here; the data only include the adult fare category.

<sup>2</sup> Approximate median income for Clipper® Cash users estimated at \$70,000 (39% of Clipper® Cash customers earn less than \$50,000 and 27% earn between \$50,000 and \$99,999. Assuming an even income distribution within the \$50,000 to \$99,999 income bracket, the median income would be approximately \$70,000)

**Alternatives**

To avoid the cash fare increase for cash-paying riders, customers who do not wish to purchase or do not qualify for a Lifeline Pass may:

- Acquire a Clipper® Card at a retail outlet or vending machine for a \$3.00 charge. Youths, seniors and people with a disability must apply for a Clipper® Card and demonstrate proof of eligibility. Clipper® will waive the \$3 fee if customers purchase their card online and sign up for Autoload (see below) at the same time.
- Reload their Clipper® Cards at locations throughout the SFMTA service area, including all underground Metro stations, Muni ticket offices, Walgreens and other retail outlets that accept cash, in addition to credit cards.
- Use the Autoload feature that automatically refills their balance when it falls below a preset level or activates a fare product, provided that the customer has a credit or debit card account to link to their Clipper® Card.
- Reload their card over the phone or online, provided that the customer has a credit or debit card account. There may be a three- to five-day delay before the balance is reflected on their card.
- Use MuniMobile to purchase single-ride fares using their smart phones, provided that the customer has a smart phone and a credit or debit card account or a PayPal account associated with a credit, debit or bank account to link to the app.

Nonetheless, there are impediments to reloading Clipper® Cards and/or using MuniMobile ticketing, which may impact lower-income customers in particular. Low-income individuals may not have bank accounts or sufficient credit to open a credit card account. As noted above, a customer may be lower-income yet still surpass the Lifeline Pass income threshold. To prepay fares, customers must:

- Be near a Clipper® Card outlet during the hours when it is open, or
- Access ticket vending machines in all Muni Metro stations during operational hours, or
- Have sufficient funds to have a credit or debit card account to use Autoload or recharge online or over the phone, or

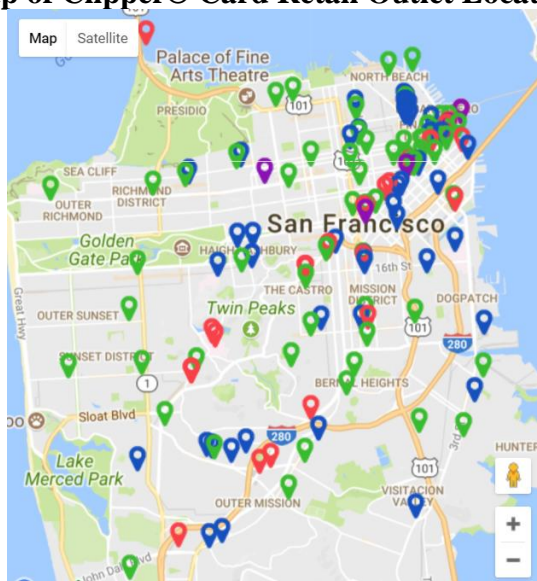


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- Wait up to five days for value added online or over the phone to be available, or
- Have a smart phone, and a credit or debit card account or a PayPal account associated with a credit, debit or bank account to pay for MuniMobile.

As illustrated by the map below, the density of the Clipper® Card retail network varies greatly depending on neighborhood. In partnership with the SFMTA, the Metropolitan Transportation Commission (MTC) manages the retail network and encourages, but does not require businesses to offer Clipper® card reloading and fare product purchases. In addition, outlet retail hours may vary considerably. Shorter business hours limit access, particularly for lower-income customers who may work during non-standard business hours. For example, the Visitacion Valley Pharmacy – one of the few outlets in the southeast quadrant of the City – is open from 9:30 am to 5:30 pm on weekdays and 9:30 am to 1:30 pm on Saturdays, and is closed on Sundays. Likewise, the Cesar Chavez Student Center at San Francisco State, which serves the university, Parkmerced and surrounding neighborhoods is closed Saturdays and Sundays.

### Map of Clipper® Card Retail Outlet Locations



Key:

Red = Ticket Vending Machine

Green = Walgreens

Blue = other retail outlets

Purple = SFMTA Customer Service Office and sales kiosks

Because geographical and temporal coverage is not uniform throughout the City, some customers may have fewer or less convenient opportunities to reload or purchase fare products on their Clipper® Card. With some exceptions, the outer periphery of the City – where there are large concentrations of low-income and minority populations – has fewer retail outlets than the Central Business District or closer-in neighborhoods. It is possible that some of these customers may have to travel to parts of the City where Clipper® Card retail outlets are more abundant or to any ticket vending machines within the Muni Metro system. The SFMTA is looking into measures that would help improve access to Clipper® cards and ease the transition for existing cash-paying

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customers, such as offering Clipper® cards for free for a limited time and conducting significant outreach to the community.

### **VIII. Public Comment and Outreach**

Pursuant to Title VI of the Civil Rights Act of 1964 and its implementing regulations, as well as state and local laws, the SFMTA takes responsible steps to ensure meaningful access to the benefits, services, information, and other important portions of SFMTA's programs and activities for low-income, minority, and Limited-English Proficient individuals and regardless of race, color or national origin. Given the diversity of San Francisco and of Muni's ridership, the SFMTA is strongly committed to disseminating information on both service changes and fare increases that is accessible to Limited English Proficient (LEP) persons. The SFMTA is undertaking a multilingual public information campaign in order to obtain and consider public input on the proposed fare changes from all communities, which may impact the final set of changes submitted to the SFMTA Board of Directors for its final consideration.

During March and April 2018, the SFMTA will have held budget hearings before the SFMTA's Board of Directors on March 6th and 20th, one Budget webinar on March 7th and one Budget Open House on March 2nd in order to seek out and consider community input. These meetings will be noticed in multiple languages and include information on how to request free language assistance at the meetings with at least 48 hours' notice. The budget was also discussed by the Citizen's Advisory Council on February 1st and scheduled for future meetings on March 1st and 22nd. As required by the City Charter, advertisements publicizing each of these hearings will be placed in advance in the City newspapers. Multilingual ads will be placed in prominent Chinese and Spanish newspapers in San Francisco. Multilingual information will also be available to the public through the SFMTA website during the entire budget process. In addition, information will be distributed through press releases and through SFMTA/Muni's Twitter and Facebook accounts.

### **IX. Conclusion**

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 compliance with this law, the SFMTA has conducted a Title VI analysis on its proposed fare changes for the next two fiscal years. This initial analysis found there are no disparate impacts or disproportionate burdens for fare decreases or fare increases as currently proposed. Until approved and finalized, any changes to the proposed fare changes, either increases or decreases, will need to be reassessed and analyzed to insure the new proposals do not result in disparate impacts or disproportionate burdens and brought back before the Board for review and approval and further public comment. One specific proposal would increase the cash fare for cash paying adult riders by 50 cents and 25 cents for Seniors, Youth and People with disabilities, but not for customers using a Clipper® Card with cash value or MuniMobile Ticketing. SFMTA survey data suggests that this proposal would more greatly impact minority and low-income customers. Cash paying riders are more likely to be minority by nine percent and low-income by 24 percent, and earn approximately half the annual median income (\$35,000 vs. \$70,000) compared to customers who use a Clipper® Card with cash value. In addition, the analysis found that geographical and temporal access to the Clipper® card vendor network varies by neighborhood.

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Some impacted customers may be income-eligible for Free Muni for Youths, Seniors and People with Disabilities or the Lifeline Pass for adults or the proposed low income, single ride fare, subject to approval by the Metropolitan Transportation Commission. The SFMTA is also looking into measures that would help improve access to Clipper® cards and ease the transition for existing cash-paying customers, such as offering Clipper® cards for free for a limited time and conducting outreach to the community regarding free card distribution and instructions on use.