

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Finance and Information Technology

BRIEF DESCRIPTION:

Approving the San Francisco Municipal Transportation Agency Fiscal Year (FY) 2023 and FY 2024 Operating Budget, in the amounts of \$1,356.1 million and \$1,406.9 million, respectively, for operating expenditures; \$36.4 million in FY 2023 and \$66.7 million in FY 2024 for capital expenditures for a total combined appropriation for operating and capital expenditures of \$1,392.5 million in FY 2023 and \$1,473.5 million in FY 2024; and the Capital Budget in the amounts of \$424 million and \$338 million, respectively; certifying that the FY 2023 and FY 2024 Operating and Capital budgets are adequate in making substantial progress towards meeting the performance standards established pursuant to Section 8A.103; authorizing changes to various fines, fees, fares, rates, and charges for the fiscal years beginning July 1, 2022, and July 1, 2023; approving the suspension of the Automatic Indexing Implementation Plan on Municipal Railway fares and extension of free Municipal Railway fares for all youth 19 and under; approving the Title VI analysis of the impact of the proposed fare change on low-income and minority communities in San Francisco, which determined that there is no disparate impact to minority populations or disproportionate burden to low-income populations; acting as both the SFMTA Board of Directors and the Parking Authority Commission approving increases to various fines, fees, rates, and charges including, among other things increases and decreases for parking penalties, late payment penalties, special collection fees, and boot removal fees; color curb, general loading, and red zone driveway fees; towing and storage fees; community service plan processing fees; parking meter use fee; temporary no-parking sign posting fee; signs and parking space removal/relocation fee; intellectual property license fee (film permits); non-standard vehicle permit fees; planning and development transportation analysis and project review fees; citywide variable parking meter rates; and fees for general permits including special traffic, temporary exclusive use of parking meters, residential area parking, contractor, vanpool, stationless bicycle share program application, SFMTA permit, on-street shared vehicle, on-street shared electric moped parking, press, designated shuttle stop use, farmer's market parking, temporary street closure (ISCOTT) and bus substitution fees; waiving all taxi permit fees for FY 23 and FY 24; amending various provisions of the Residential Parking Permit program; and adding a fee for color curb no parking zone where the applicant is more than 1,000 feet from the no parking zone; authorizing the Director to implement short-term experimental fares and parking rates which enable the SFMTA to respond effectively to community requests and public health and safety emergencies; concurring with the Controller's certification that parking citation processing and collection services; facility security services; paratransit services; parking meter collection and coin counting services; transit shelter maintenance services; and vehicle towing, storage and disposal services can be practically performed by private contractors at a lesser cost than to provide the same services with City employees; and authorizing the Director to make necessary technical and clerical corrections to the approved FY 2023 and FY 2024 Operating budget of the SFMTA and to allocate additional revenues and/or City and County discretionary revenues in order to fund additional adjustments to the operating, provided that the Director of Transportation shall return to the SFMTA Board of Directors for approval of technical or clerical corrections that, in aggregate, exceed a ten percent change to the SFMTA operating budget.

SUMMARY:

- Charter Sec. 8A.106 requires the SFMTA to submit a two-year budget by May 1 to the Mayor and Board of Supervisors of each even-numbered year.

- Pursuant to Charter Section 16.112 and the SFMTA Board’s Rules of Order, advertisements were placed in the City’s official newspaper to provide notice of the April 5, April 19, and April 26 meetings.
- The SFMTA Board and staff conducted public hearings, outreach meetings with community and advocacy organizations, a townhall, listening sessions and other forums to hear public comment.
- The SFMTA has conducted a Title VI Fare Equity Analysis, as required by the Federal Transit Administration, which concluded that the proposed fare changes do not result in a disparate impact on minority communities or a disproportionate burden on low-income communities.

ENCLOSURES:

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| <ol style="list-style-type: none"> 1. Resolution 2. Transportation Code Legislation 3. Proposed Consolidated Budget | <ol style="list-style-type: none"> 4. Consolidated Fare Pricing and Policy 5. Changes to Fees, Fines and Charges 6. Title VI Fare Equity Analysis |
|--|--|

APPROVALS:

DIRECTOR  _____

SECRETARY  _____

DATE:

April 15, 2022 _____

April 15, 2022 _____

ASSIGNED SFMTAB CALENDAR DATE: April 19, 2022

PURPOSE

Approving the San Francisco Municipal Transportation Agency Fiscal Year (FY) 2023 and FY 2024 Operating Budget, in the amounts of \$1,356.1 million and \$1,406.9 million, respectively; \$36.4 million in FY 2023 and \$66.7 million in FY 2024 for capital expenditures for a total combined appropriation for operating and capital expenditures of \$1,392.5 million in FY 2023 and \$1,473.5 million in FY 2024; and the Capital Budget in the amounts of \$424 million and \$338 million, respectively; certifying that the FY 2023 and FY 2024 Operating and Capital budgets are adequate in making substantial progress towards meeting the performance standards established pursuant to Section 8A.103; authorizing changes to various fines, fees, fares, rates, and charges for the fiscal years beginning July 1, 2022, and July 1, 2023; approving the suspension of the Automatic Indexing Implementation Plan on Municipal Railway fares and extension of free Municipal Railway fares for all youth 19 and under; approving the Title VI analysis of the impact of the proposed fare change on low-income and minority communities in San Francisco, which determined that there is no disparate impact to minority populations or disproportionate burden to low-income populations; acting as both the SFMTA Board of Directors and the Parking Authority Commission approving increases to various fines, fees, rates, and charges including, among other things increases and decreases for parking penalties, late payment penalties, special collection fees, and boot removal fees; color curb, general loading, and red zone driveway fees; towing and storage fees; community service plan processing fees; parking meter use fee; temporary no-parking sign posting fee; signs and parking space removal/relocation fee; intellectual property license fee (film permits); non-standard vehicle permit fees; planning and development transportation analysis and project review fees; citywide variable parking meter rates; and fees for general permits including special traffic, temporary exclusive use of parking meters, residential area parking, contractor, vanpool, stationless bicycle share program application, SFMTA permit, on-street shared vehicle, on-street shared electric moped parking, press, designated shuttle stop use, farmer's market parking, temporary street closure (ISCOTT) and bus substitution fees; waiving all taxi permit fees for FY 23 and FY 24; amending various provisions of the Residential Parking Permit program; and adding a fee for color curb no parking zone where the applicant is more than 1,000 feet from the no parking zone; authorizing the Director to implement short-term experimental fares and parking rates which enable the SFMTA to respond effectively to community requests and public health and safety emergencies; concurring with the Controller's certification that parking citation processing and collection services; facility security services; paratransit services; parking meter collection and coin counting services; transit shelter maintenance services; and vehicle towing, storage and disposal services can be practically performed by private contractors at a lesser cost than to provide the same services with City employees; and authorizing the Director to make necessary technical and clerical corrections to the approved FY 2023 and FY 2024 Operating budget of the SFMTA and to allocate additional revenues and/or City and County discretionary revenues in order to fund additional adjustments to the operating budget, provided that the Director of Transportation shall return to the SFMTA Board of Directors for approval of technical or clerical corrections that, in aggregate, exceed a ten percent change to the SFMTA operating budget.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

This item supports all of the Strategic Plan Goals:

- Goal 1: Identify and reduce disproportionate outcomes and resolve past harm towards marginalized communities.
- Goal 2: Create a work environment that is responsive, equitable, and inclusive.
- Goal 3: Recruit, hire and invest in a diverse workforce.
- Goal 4: Make streets safer for everyone.
- Goal 5: Deliver reliable and equitable transportation services.
- Goal 6: Eliminate pollution and greenhouse gas emissions by increasing use of transit, walking and bicycling.
- Goal 7: Build stronger relationships with stakeholders.
- Goal 8: Deliver quality projects on-time and on-budget.
- Goal 9: Fix things before they break, and modernize infrastructure.
- Goal 10: Position the agency for financial success.

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

Charter Section 8A.106 provides that the SFMTA must submit a two-year budget by May 1 of each even year to the Mayor and Board of Supervisors. In addition to seeking SFMTA Board approval of the agency's two-year budget, the Director of Transportation is authorized to work with the City Controller to conform the SFMTA's budgets to any changes in citywide budget submission schedules to ensure that interim appropriations are available for the SFMTA to continue operations after July 1, 2022 until October 1, 2022, when the SFMTA budget for the period ending June 30, 2024 will be finally operative.

Operating Budget –Revisions to the February 1, 2022 Baseline

On February 1, 2022, the SFMTA Board of Directors reviewed a balanced operating budget of \$1.32 billion in FY 2023 and \$ 1.35 billion in FY 24. On March 15, the SFMTA Board reviewed the adjusted baseline for FY 2023 of \$1.36 billion and \$1.4 billion for FY 2024. The adjusted baseline presented a balanced operating budget with no shortfalls or surpluses.

The baseline budget presented on February 1, 2022 included the following:

- Controller's Office estimated General Fund Transfers of \$418 million in FY 2023 and \$448 million in FY 2024
- Implementation of the SFMTA Board's approved Automatic Indexing Implementation Plan (AIIP) 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
- Population Based General Fund Baseline (for Operating Use)
- Estimates from Metropolitan Transportation Commission (MTC) on the state and regional operating grants
- Adjusted projection of salary increases equal to the change in consumer price index (CPI) as well as reductions in pension contributions starting in FY 24

On March 15, 2022, the revised operating budget included the following changes from February 1, 2022:

- Waiving the SFMTA Board's AIIP and recommending no fare increase for FY 2023 and FY 2024
- Sustain the Free Muni for All Youth Under 19 Years of Age Program
- Support pilot fare programs for a 10-trip pass and fare capping through the pilot establishment of an accumulator pass on Muni Mobile
- Use additional federal relief to restore full agency operations
- Reduction in advertising revenues of \$14.9 million in FY 2023 and \$14 million in FY 2024
- Reduction in transit fare revenues of \$10 million in FY 2023 and \$12 million in FY 2024
- Increase in one-time federal transit relief of \$10 million in FY 2023 and \$77 million in FY 2024 for key investments in transit recovery and offsetting revenue losses
- Increase of \$53 million in one-time fund balance resulting from labor savings due to

high vacancy levels in FY 2022

- Funding levels to return to baseline of agency operations positions and nonlabor budgets that were frozen in the prior two years due to pandemic revenue losses are restored
- Permanent \$3 million for Human Resources Division for enhanced and expanded hiring and employee relations
- Increased divisional augmentations for improved hiring, advancing equity, transit recovery, customer experience and technology including \$38.5 million in FY 2023 and \$56.3 million in FY 2024

On April 5, 2022, the Revised operating budget included the following changes from the March 15, 2022 presentation:

- Reduction in General Fund Transfers of \$4 million in FY 2023 and \$3 million in FY 2024
- Reduction in Mission Bay Transportation Improvement Fund transfers of \$0.6 million in FY 2023 and \$0.8 million in FY 2024
- Reduction in parking and traffic fees and fines revenues of \$1 million in FY 2023 and \$1 million in FY 2024
- Reduction in Proposition D Traffic Congestion Mitigation Tax of \$0.3 million in FY 2023 and \$0.1 million in FY 2024
- Increase to expenditure recovery revenues of \$0.1 million in FY 2023 and \$0.5 million in FY 2024
- Makes permanent \$6 million for Transit Division for enhanced vehicle cleaning and overhead lines maintenance.
- Divisional augmentations for improved hiring, advancing equity, transit recovery, customer experience and technology including \$39.0 m in FY 23 and \$65.3 m in FY 24

On April 19, 2022, the Revised operating budget included the following changes from the April 5, 2022 presentation:

- Following the completion of the Joint Report, technical adjustments and rebalancing occurred at the account level resulting in \$6 million in additional expenditures in FY 2024.
- Increased Operating Grants revenues of \$3 million in FY 2023 and \$3.5 million in FY 2024 resulting from updated projections of Low Carbon Transit Operations Program and State Transit Assistance funding sources.
- Reduction in Federal Relief of \$3.9 million in FY 2023 and increase of \$3.4 million in FY 2024 for the purposes of final budget balancing.
- Increased expenditures in FY 2024 due to a planned interest payment to the Peninsula Corridor Joint Powers Board Authority related to the Caltrain governance agreement.

Expenditure Augmentations– Final Proposed as of April 19, 2022

SFMTA enterprise revenues have not yet fully recovered and will not during the upcoming Fiscal Years 2023 and FY 2024. That and significant unknowns, such as pace of recovery, required a resilient budget design. With this in mind, the proposed budget will:

- Manage to Pace of Recovery: *prepare based on optimism but have stopgaps in place.*
- Work Toward Restoration of Full Agency Operations: *service restoration, street management and agency internal operations.*
- Consider What is Not Known: *Impact of inflation and new labor contracts.*

The agency must invest in the recovery of the transit system and restoration of agency operations and infrastructure. Short-Term investments will have a cost and increase the structural deficit. The adjusted baseline presented today results in a future Fiscal Year 2025 deficit of \$76 million. However, if we do not make these investments now, our sustainable resources such as transit fares, parking meter and garage revenues will not recover to make up for the use of on-time revenues. In parallel, the agency needs to continue to identify a new sustainable funding source.

In addition to the changes outlined above, the proposed operating budget includes the following (numbers indicate amounts for FY 2023 and FY 2024):

- Divisional recommendations for 3.5% reductions to the base budget
- American Rescue Plan (ARP) funds to offset losses associated with COVID-19 related economic damages (up to \$357 million for FY 2023 and FY 2024)
- Use of fund balance to support one-time operating expenditures (\$52.7 million for FY 2023)
- Updated estimates to reflect estimates from the Controller's Office on the General Fund baseline transfers (\$414.4 million for FY 2023 and \$445.2 million for FY 2024)
- Estimates on state and regional operating grants (\$186.1 million for FY 2023 and \$189.8 million for FY 2024)
- Healthcare and retirement projected costs– in baseline
- Agency Operations - Non-labor investments in technology infrastructure to shift sunseting capital projects to on-going system maintenance (\$5.93 million in FY 2023 and \$5.88 million in FY 2024)
- Apprenticeship Program - Positions required to expand Apprentice Program to meet growing staffing challenges (Muni Reliability Working Group Recommendation) (\$3.47 million in FY 2023 and \$5.65 million in FY 2024)
- Communications and Outreach - Positions to conduct engagement from planning to implementation and beyond, position for translation services, and positions for internal marketing, graphic and social media support (reduces costs/use of consultants) (\$.58 million in FY 2023 and \$.77 million in FY 2024)
- Customer Experience Program - Positions for dedicated ambassadors and customer relationship team, permanent increase in transit car cleaners, and positions for improved customer amenities such as better signage and transit stop conditions (\$8.88 million in FY 2023 and \$13.63 million in FY2024)
- Hiring and Training - Positions for increased training and workforce development, permanent funding for the Practical Communication Tools (PaCT) Program, and positions for HR data management and reporting (\$1.93 million in FY 2023 and \$2.34 million in FY 2024)
- Race, Equity, and Belonging - Positions for overall support, training, instructional design and outreach and positions for program implementation including Agencywide Policy, Process & Practice Improvement, Culturally Specific Interventions to Optimize Racial

Equity in MTA Systems, Equity Analyses & Establishment of Equity Standards & Priorities and Monitoring, Evaluation & Accountability Systems (\$2.33 million in FY 2023 and \$2.80 million in FY 2024)

- Safety Training and System Improvements - Positions for Transit Training to support expanded system safety (\$2.43 million in FY 2023 and \$3.43 million in FY 2024)
- Service Equity and Expansion - Positions to increase street supervision/system management (Muni Reliability Group Recommendation) and positions for increased track, overhead lines, and vehicle maintenance (\$10.02 million in FY 2023 and \$18.60 million in FY 2024)
- Service Quality Program - Positions for system analysis quality assurance and rapid response on service issues and customer feedback (\$3.68 million in FY 2023 and \$4.89 million in FY 2024)
- Street Management - Positions restored for Parking Control Officer supervision, positions for the paint, sign and signal shop to implement Quick Build and other safety improvements, and positions and non-labor for full implementation of the Shared Spaces Program (\$4.46 million in FY 2023 and \$5.30 million in FY 2024)
- Taxi, Mobility, and Essential Trip Card (ETC) Program - Funding to create an open taxi dispatch Application Programming Interface (API) and positions to support the growing and expanding permitted modes of transportation, including scooters, bike share, commuter shuttles (\$1.04 million in FY 2023 and \$1.39 million in FY 2024)
- Transit Safety and Security – Weekend and evening security coverage and support (\$.85 million in FY 2023 and \$1.13 million in FY 2024)

Final Capital Budget

On November 16, 2021, the SFMTA Board approved the Agency's 20-Year Capital Plan for FY 2023 through FY 2043. The Capital Plan represents the Agency's *fiscally unconstrained capital needs* for the next 20 years. The 20-year Capital Plan serves as the basis for developing the fiscally constrained five-year Capital Improvement Program (CIP), the first two years of which comprise the two-year capital budget. Given limited funding availability, the SFMTA prioritizes the capital projects that can be advanced during each two-year capital budget.

The SFMTA has prepared a two-year balanced capital budget for FY 2023 and FY 2024 for submittal by May 1, 2022, to the Mayor and Board of Supervisors as required by Charter Section 8A.106, or according to the extended deadline for Board of Supervisors review as adjusted by an emergency declaration of the Mayor. The proposed SFMTA FY 2023 and FY 2024 capital budget is the agency's two-year capital financial plan and consolidated capital program.

The two-year capital budget funds a variety of capital projects addressing infrastructure needs related to transit reliability, street safety, state of good repair, facilities, taxi, system safety, and accessibility. These projects continue to reflect the SFMTA Board of Directors' adopted policies and plans, including Vision Zero, Transit First, the San Francisco Pedestrian Strategy, the SFMTA Bicycle Strategy, the City and County of San Francisco Adopted Area Plans, the SFMTA Strategic Plan, and the San Francisco County Transportation Plan. Complete project scope and funding plans will be reflected in the SFMTA FY 2023-2027 CIP, also being presented for adoption on April 19, 2022.

Each project proposal included in the five-year CIP is scrutinized from a variety of perspectives

before it is included in the CIP. SFMTA staff identify projects based on the following: (1) input from the community received at various meetings during the year; (2) input from the SFMTA Board of Directors, San Francisco Board of Supervisors (or the BOS sitting as the Transportation Authority Board), and other commissions and advisory committees; (3) the SFMTA Board or other City-approved plans for growth, improvements, and rehabilitation; (4) the SFMTA Board’s adopted 20-Year Capital Plan and criteria for selecting priority needs to advance policy goals; and (5) staff-identified projects based on critical need due to safety issues or to comply with new mandates.

The proposed SFMTA two-year capital budget includes expenditure authority of \$423 million in FY 2023 and \$388 million in FY 2024. Projects funded through this two-year budget include infrastructure investments, as well as various procurements and other one-time initiatives (plans, educational programs) throughout the City.

The following table presents proposed budget figures by Capital Program.

Capital Budget by Program (\$ in thousands)

Capital Program	FY 2023	FY 2024
Communication and IT	956	3,294
Facility	51,370	67,539
Fleet	171,815	143,869
Parking	-	-
Security	1,939	1,939
Signals	16,479	13,218
Streets	53,293	37,281
Taxi	653	352
Transit Fixed Guideway	80,954	81,812
Transit Optimization and Expansion	46,102	38,815
Total	\$423,562	\$388,120

Development Fees and Population-Based General Fund Allocation

Included in the operating budget is funding from General Fund Population Based Baseline, Transportation Sustainability Fee and Development Impact fees. The proposed funding for these development impact fees and the population-based General Fund allocation. The SFMTA Board is requested to approve the funding allocations

Certification That SFMTA’s Budgets Are Adequate

City Charter Section 8A.106 (b) requires the SFMTA to certify that the operating budget is adequate in all respects to make substantial progress towards meeting the performance standards established pursuant to Section 8A.103 for the fiscal year covered by the budget. The budget resolution includes that certification.

Technical and Clerical Corrections

The resolution authorizes the Director of Transportation to make any necessary technical and clerical corrections to the approved SFMTA operating budget and to allocate additional revenues and/or City

and County discretionary revenues in order to fund additional adjustments to the operating budget. The Director of Transportation must return to the SFMTA Board of Directors for approval of technical or clerical corrections or that allocate additional revenues and/or City and County discretionary revenues in order to fund additional adjustments to the operating budget that, in aggregate, exceed a ten percent change to the total FY 2023 and FY 2024 operating budgets. Technical adjustment authority for the appropriated Capital Budget, or City and County of San Francisco sources is contained within the adoption resolution for the 5-Year Capital Improvement Program.

Municipal Railway (Muni) Fares

As a result of the pandemic, the Board of Directors adopted a revised budget in June 2020 to suspend the application of the Automatic Indexing Implementation Plan (AIIP) to most transit fares for FY 2021 and FY 2022. As part of the ongoing recovery, and in response to feedback received, it is recommended that this policy be suspended for FY 2023 and FY 2024.

It is also recommended that the Free Muni for all Youth under 19 pilot program be extended through FY 2023 and FY2024.

The following short-term experimental fare instruments are proposed in order to encourage ridership and changing usage patterns:

- 10-Trip Pass (@ 20% Discount)
- Monthly “Fare Cap” on single ride trips in a calendar month

These proposed products will initially be available on MuniMobile only.

All fare changes for FY 2023 take effect the first day of the next month that is at least thirty days after the FY 2023 budget takes effect pursuant to Charter Section 8A.106, or according to the extended deadline for Board of Supervisors review as adjusted by an emergency declaration of the Mayor. The resolution also authorizes the Director of Transportation to implement short-term experimental fares up to six months, which enable the SFMTA to respond effectively to community requests and public health or safety emergencies. If there is interest in extending these experimental fares beyond a six month period, a Title VI Fare Equity analysis will be conducted to assess potential impacts of the fares and brought back before the MTA Board of Directors for review and approval.

Fees, Fines, Rates and Charges

There are three overarching policies and regulations that guide the setting of fees, fines, rates and charges are set in the SFMTA budget:

Cost Recovery

- California Propositions 26 and 218 may limit fees for some municipal services to actual program costs
- SFMTA’s policy is to set fees to recover 100% agency costs except where there is an explicit SFMTA Board decision to set particular fees below cost to meet other Agency objectives

Automatic Indexing Implementation Plan (AIIP)

- Policy adopted by the board “to establish a more predictable and transparent mechanism

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- for setting charges”
- Automatic Inflator based on average of Bay Area CPI-U +Operating Budget Labor Cost Change

Other State/Local Law

- State legislature or local government may pass laws setting a set or maximum fee for program charges

See

Enclosure 3 for full detail on proposed fee, fine, rate and fare changes.

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 five 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 March 23-25, 27, 30 and 31, 2022, to provide notice that the Board of Directors will hold public hearings on April 5, 19, and 26, 2022, to consider the above modifications.

TITLE VI

Before the SFMTA Board can approve the Agency's fare policy and pricing, a Title VI analysis 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 on minority riders or disproportionate burden on low-income riders with regard to proposed 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 draft Title VI Analysis addressing the potential fare changes is included as Enclosure 6. It includes a cumulative analysis of proposed fare increases based on available customer survey data for changes to current fare types. The analysis concluded that there are no disparate impacts on customers who self-identify as minority or disproportionate burden effects for customers from low-income households.

If the SFMTA Board chooses not to move forward with any of the proposed fare changes 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 and brought back before the SFMTA Board for review and approval.

STAKEHOLDER ENGAGEMENT

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 (LEP) 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 proposed fare changes and proposed service changes that is accessible to LEP individuals, as well as other stakeholders.

The SFMTA launched a multilingual and multi-media public outreach campaign at the beginning of the FY2023-FY2024 process in order to gather and consider public input on the budget, which impacted the final proposals submitted to the SFMTA Board of Directors for its consideration

and approval.

Notices for public comment opportunities were provided in multiple languages and included information on how to request free language assistance at the meetings with at least 48 hours' notice. As required by the City Charter, advertisements publicizing the public hearing were placed in advance in San Francisco newspapers. Multilingual ads were placed in prominent Chinese, Spanish and Russian newspapers in San Francisco. Multilingual information has been available to the public through the SFMTA website throughout the budget process. Additional methods for keeping the public informed and soliciting feedback were conducted through blog posts, e-mail blasts to stakeholders and through SFMTA/Muni's Twitter and Facebook accounts. Feedback was compiled and forwarded to appropriate staff and to the MTAB for consideration in the decision-making process.

Specific outreach activities:

- Board Workshop with SFMTA Board of Directors
- Multilingual Survey of Priorities available online and by paper copy dropped off at community centers
- Public Listening Sessions via telephone to address digital access concerns from the community, with free language support offered for equity
- Direct Listening Sessions with every community group who requested one
- Digital Town Hall

Additional channels employed to reach as many diverse stakeholders as possible:

- Email to over 3,000 stakeholders
- Offers of listening sessions to over 150 community groups
- Ads in language newspapers (El Tecolote, Sing Tao, World Journal, Wind, Examiner)
- Social Media ads (WeChat, Twitter, FB, Instagram)
- Multilingual content on website with survey links and listening session dates
- Multilingual Bus Cards advertising the Digital Town Hall and SFMTA Board of Directors' Budget Hearings
- Multilingual paper surveys, directed at LEP communities, dropped off at community centers

Table 1: Public Meetings

Action	Date
SFMTA Board Workshop	February 1 & 2, 2022
1 st Citizen’s Advisory Council (CAC) Meeting	February 3, 2022
1 st Public Listening Session	February 28, 2022
2 nd Public Listening Session	March 3, 2022
Public Town Hall	March 10, 2022
2 nd CAC Meeting	March 17, 2022
SFMTA Board of Directors Hearing (presentation of proposed budget)	April 5, 2022
SFMTA Board of Directors Hearing (first opportunity for budget approval)	April 19, 2022
SFMTA Board of Directors Hearing (second opportunity for budget approval, if needed)	April 26, 2022

Public Outreach Outcomes:

As a result of the multilingual, multi-media outreach campaign, the SFMTA collected over 1900 instances of feedback, questions, comments, and concerns on its FY2023-2024 budget, including over 1200 survey responses and over 700 open-ended comments. The feedback was compiled and sorted into topics/categories of concerns including: improving speed and reliability of Muni buses and trains, improving transportation in neighborhoods with high percentages of households with low incomes and people of color, improving personal safety for Muni riders, reducing congestion and eliminating bottlenecks by improving public transit.

Specific to transit fares, multiple comments were received encouraging the SFMTA not to increase fares and to maintain and/or expand on existing discount fare programs, including those for low-income riders, and the Free Muni for Youth program. Based on this feedback, and to help promote transit use during pandemic recovery, the SFMTA is proposing to suspend the application of the Automatic Indexing Implementation Plan (AIIP), adopted by the SFMTA Board in 2009 and modified in April 2018, for all annual fare increases. The SFMTA is also proposing to extend the Free Muni for all Youth Program under age 19 through Fiscal Year 23 and Fiscal Year 2024, currently approved as a pilot program through August 2022.

ALTERNATIVES CONSIDERED

The SFMTA Board considered various options at the February 1 and 2, 2022 Workshops, and at the SFMTA Board meetings on March 15, 2022 and April 5, 2022.

FUNDING IMPACT

Operating Budget

The proposed FY 2023 and FY 2024 Operating Budgets will provide \$1.39 billion in FY 2023 and \$1.47 billion for operations and a portion of capital projects funded through City and County of San Francisco sources.

Capital Budget

The Proposed FY 2023 and FY 2024 budget will provide \$424 million and \$388 million respectively for capital projects. Approval of the budget resolution appropriates City and County of San Francisco sources, which are outside of the authority of the SFMTA to accept and expend outside grant and other capital revenue sources.

ENVIRONMENTAL REVIEW

On April 7, 2022, the SFMTA, under authority delegated by the Planning Department, determined that the SFMTA Consolidated Capital and Operating Budget for Fiscal Years 2023 and 2024 is not a “project” under the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations Sections 15060(c) and 15378(b).

A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors and is incorporated herein by reference

OTHER APPROVALS RECEIVED OR STILL REQUIRED

Proposition J Certifications

Section 10.104.15 of the San Francisco Charter allows City departments to contract for services where such services can be practically performed under private contract at a lesser cost than similar work performed by City employees as determined by the Controller. The Board of Supervisors has requested that all Proposition J certifications be included as part of the SFMTA’s budget. In response to this request, six contracts (listed below) were identified as requiring Proposition J certifications. The following certifications are being reviewed by the Controller’s Office and are pending:

- Facility Security Services
- Transit Shelter Maintenance Services
- Paratransit Services
- Citation Processing Services
- Vehicle Towing, Storage and Disposal Services; and
- Parking Meter Payment Collection and Coin Counting Services.

For the two-year capital budget, the SFMTA Board and Board of Supervisors will approve contracts as necessary for completion of capital projects.

The City Attorney has reviewed this calendar item.

RECOMMENDATION

SFMTA staff recommend that the Board of Directors approve the San Francisco Municipal Transportation Agency FY 2023 and FY 2024 Operating Budget, in the amounts of \$1,356.1 million and \$1,406.9 million, respectively; \$36.4 million in FY 2023 and \$66.7 million in FY 2024 for capital expenditures for a total combined appropriation for operating and capital expenditures of \$1,392.5 million in FY 2023 and \$1,473.5 million in FY 2024; and the Capital Budget in the amounts of \$424 million and \$338 million, respectively; certify that the FY 2023 and FY 2024 Operating and Capital budgets are adequate in making substantial progress towards meeting the performance standards established pursuant to Section 8A.103; authorize changes to various fines, fees, fares, rates, and charges for the fiscal years beginning July 1, 2022, and July 1, 2023; approve the suspension of the Automatic Indexing Implementation Plan on Municipal Railway fares and extension of free Municipal Railway fares for all youth 19 and under; approve the Title VI analysis of the impact of the proposed fare change on low-income and minority communities in San Francisco, which determined that there is no disparate impact to minority populations or disproportionate burden to low-income populations; acting as both the SFMTA Board of Directors and the Parking Authority Commission approve increases to various fines, fees, rates, and charges including, among other things increases and decreases for parking penalties, late payment penalties, special collection fees, and boot removal fees; color curb, general loading, and red zone driveway fees; towing and storage fees; community service plan processing fees; parking meter use fee; temporary no-parking sign posting fee; signs and parking space removal/relocation fee; intellectual property license fee (film permits); non-standard vehicle permit fees; planning and development transportation analysis and project review fees; citywide variable parking meter rates; and fees for general permits including special traffic, temporary exclusive use of parking meters, residential area parking, contractor, vanpool, stationless bicycle share program application, SFMTA permit, on-street shared vehicle, on-street shared electric moped parking, press, designated shuttle stop use, farmer's market parking, temporary street closure (ISCOTT) and bus substitution fees; waiving all taxi permit fees for FY 23 and FY 24; amend various provisions of the Residential Parking Permit program; and add a fee for color curb no parking zone where the applicant is more than 1,000 feet from the no parking zone; authorize the Director to implement short-term experimental fares and parking rates which enable the SFMTA to respond effectively to community requests and public health and safety emergencies; concur with the Controller's certification that parking citation processing and collection services; facility security services; paratransit services; parking meter collection and coin counting services; transit shelter maintenance services; and vehicle towing, storage and disposal services can be practically performed by private contractors at a lesser cost than to provide the same services with City employees; and authorize the Director to make necessary technical and clerical corrections to the approved FY 2023 and FY 2024 Operating budget of the SFMTA and to allocate additional revenues and/or City and County discretionary revenues in order to fund additional adjustments to the operating budget, provided that the Director of Transportation shall return to the SFMTA Board of Directors for approval of technical or clerical corrections that, in aggregate, exceed a ten percent change to the SFMTA operating operating budget.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The Fiscal Year (FY) 2023 and FY 2024 Operating and Capital Budgets for the SFMTA are being prepared in accordance with the City Charter Section 8A.106 with the Operating Budget in the amount of \$1,356.1 million and \$1,406.9 million respectively; \$36.4 million in FY 2023 and \$66.7 million in FY 2024 for capital expenditures for a total combined appropriation for operating and capital expenditures of \$1,392.5 million in FY 2023 and \$1,473.5 million in FY 2024; and the Capital Budget in the amount of \$424 million and \$388 million respectively; and,

WHEREAS, The FY 2023 and FY 2024 Operating Budgets include a \$136 million and \$141 million Contingency Reserve, representing 10% of operating expenditures, pursuant to the Contingency Reserve Policy established in SFMTA Board Resolution No. 07-038; and,

WHEREAS, under Charter Section 8A.106(b) the SFMTA Board has received various presentations, staff reports and comments from the public and certifies that the budget is adequate in all respects to make substantial progress towards meeting the performance standards established pursuant to Charter Section 8A.103 for the fiscal years covered by the budget; and,

WHEREAS, The SFMTA's FY 2023 and FY 2024 Operating Budget includes the revenue and expenditure adjustments to reflect the Municipal Railway fare change for free service on New Year's Eve 2023 and 2024; and,

WHEREAS, the Board finds that authorizing the Director of Transportation to implement short-term experimental transit fares and parking rates for up to six months, will enable the SFMTA to respond effectively to community requests and public health and safety emergencies; and,

WHEREAS, The Director of Transportation should be authorized to make any necessary technical and clerical corrections to the approved budgets of the SFMTA and to allocate additional revenues and/or City and County discretionary revenues in order to fund additional adjustments to the operating and capital budget, provided that the Director of Transportation return to the SFMTA Board of Directors for approval of technical or clerical corrections or that allocate additional revenues and/or City and County discretionary revenues in order to fund additional adjustments to the operating budget that, in aggregate, exceed ten percent of the total SFMTA FY 2023 or FY 2024 operating or capital budgets respectively; and,

WHEREAS, The SFMTA is proposing changes to various fines, fees, rates, and charges by amending the Transportation Code for the fiscal years beginning July 1, 2022 and July 1, 2023; and,

WHEREAS, The proposed amendments to the Transportation Code to address fees and penalties for the fiscal years beginning July 1, 2022, and July 1, 2023, include, among other things, decrease to the boot removal and on-street shared vehicle fees in FY 2023, increases for

Transportation Code and Vehicle Code penalties, color curb painting fees, towing and storage fees, community service processing fees, parking meter use fee, parklet installation fee, temporary no-parking sign posting fee, signs and parking space removal/relocation fee, intellectual property license fee (film permits), non-standard vehicle permit fees, electric vehicle charging station user fee, planning/development transportation analysis review fee, development project review fee, places for people application fee, citywide variable parking meter rates, and fees for general permits including special traffic, temporary exclusive use of parking meters, residential area parking, contractor, vanpool, stationless bicycle share program application, SFMTA permit, on-street shared vehicle, press, designated shuttle stop use, farmer's market parking, temporary street closure (ISCOTT), and bus substitution fees; ISCOTT permit fees, and establishing a new color curb fee for applicants located more than 1,000 feet from the no-parking zone; and,

WHEREAS, The SFMTA is proposing to suspend Automatic Indexing Implementation Plan (AIIP) increases to Municipal Railway fare changes; extend the Free Muni for all Youth under 19 years of age; implement new fares for monthly fare capping and a discounted 10-trip pass, and authorizing all fare changes for FY 2023 to take effect the first day of the next month that is at least thirty days after the FY 2023 budget takes effect pursuant to Charter Section 8A.106, or according to the extended deadline for Board of Supervisors review as adjusted by an emergency declaration of the Mayor; and,

WHEREAS, The changes in various fees, fares, rates and charges are necessary to meet SFMTA operating expenses, including employee wages and benefits or to purchase and lease essential supplies, equipment and materials; and,

WHEREAS, Since 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 and the Board's Rules of Order require that the advertisement run for at least five days and not less than five days prior to the public hearing, advertisements were placed in the City's official newspaper on March 23-25, 27, 30 and 31, 2022, to provide notice of the public hearings held on April 5, 19, and 26, 2022, to consider the above modifications; and,

WHEREAS, The SFMTA held public hearings, in-person and online meetings to hear public comment on the two-year Operating and Capital Budgets, and the SFMTA's Citizens Advisory Committee and Finance & Administration Committee also held meetings to consider the two-year Operating and Capital Budget; and,

WHEREAS, As a result of the extensive outreach campaign, the SFMTA collected over 1,250 instances of feedback, questions, comments, and concerns on its FY 2023 and FY 2024 budget; and, in response to some of these questions and concerns, adjusted its policy proposals and budget recommendations; and,

WHEREAS, On April 7, 2022, the SFMTA, under authority delegated by the Planning Department, determined that the SFMTA Consolidated Capital and Operating Budget for Fiscal Years 2023 and 2024 is not a "project" under the California Environmental Quality Act (CEQA) pursuant Title 14 of the California Code of Regulations Sections 15060(c) and 15378(b); and,

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and is incorporated herein by reference; and,

WHEREAS, Title VI of the Civil Rights Act of 1964 applies to programs and services receiving federal funding and prohibits discrimination based on race, color, or national origin from federally funded programs such as transit and in order to remain compliant with Title VI requirements and ensure continued federal funding, the SFMTA must analyze the impacts of fare changes on minority and low-income populations in compliance with the FTA's updated Circular 4702.1B; and,

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

WHEREAS, Charter Section 10.104.15 allows City departments to contract for services where such services can be practically performed under private contract at a lesser cost than similar work performed by employees of the City and County, as determined by the Controller and approved annually by the Board of Supervisors; and,

WHEREAS, The SFMTA has ongoing contracts for parking citation processing and collection services; facility security services; paratransit services; parking meter collection and coin counting services; transit shelter maintenance services; and vehicle towing, storage and disposal services; and,

WHEREAS, The Controller has determined, or is expected to determine, that for FY 2023 and FY 2024, parking citation processing and collection services; facility security services; paratransit services; parking meter collection and coin counting services; transit shelter maintenance services; and vehicle towing, storage and disposal services can be practically performed by private contractors at a lesser cost than if they were performed by employees of the City; and,

WHEREAS, Charter Section 8A.106 provides that the SFMTA must submit a two-year budget by May 1 of each even year to the Mayor and Board of Supervisors; and now, therefore, be it

RESOLVED, That the SFMTA Board of Directors approves the San Francisco Municipal Transportation Agency FY 2023 and FY 2024 Operating Budget, in the amounts of \$1,356.1 million and \$1,406.9 million respectively; \$36.4 million in FY 2023 and \$66.7 million in FY 2024 for capital expenditures for a total combined appropriation for operating and capital expenditures of \$1,392.5 million in FY 2023 and \$1,473.5 million in FY 2024; and the Capital Budget in the amounts of \$424 million and \$388 million, respectively; and be it further

RESOLVED, That in accordance with the requirements of Charter Section 8A.106(b), the SFMTA certifies that the FY 2023 and FY 2024 Operating and Capital budgets are adequate in making substantial progress towards meeting the performance standards established pursuant to

Section 8A.103 for 2017 and 2024; and be it further

RESOLVED, That the SFMTA Board authorizes changes to various fines, fees, fares, rates, and charges for the fiscal years beginning July 1, 2022, and July 1, 2023, and approving the SFMTA's Title VI Fare Equity Analysis for the proposed fare changes; and be it further

RESOLVED, That the SFMTA Board approves the Title VI analysis of the impact of the proposed fare change on low-income and minority communities in San Francisco, which determined that there is no disparate impact to minority populations or disproportionate burden to low-income populations; and be it further

RESOLVED, That the SFMTA Board of Directors approves suspending AIIP increases to Municipal Railway fare changes; extend the Free Muni for all Youth under 19 years of age; implement new fares for monthly fare capping and a discounted 10-trip pass, and authorizes all fare changes for FY 2023 to take effect the first day of the next month that is at least thirty days after the FY 2023 budget takes effect pursuant to Charter section 8A.106, or according to the extended deadline for Board of Supervisors review as adjusted by an emergency declaration of the Mayor; and be it further

RESOLVED, That the SFMTA Board and Parking Authority Commission approves the additional increases to various fines, fees, rates, and charges including service vehicle rental fees, bus rerouting fees, and parking garage and lot fees; and be it further

RESOLVED, That the SFMTA Board amends Transportation Code Division II to include, among other things, increases and decreases for parking penalties, late payment penalties, special collection fees, and boot removal fees; color curb, general loading, and red zone driveway fees; towing and storage fees; community service plan processing fees; parking meter use fee; temporary no-parking sign posting fee; signs and parking space removal/relocation fee; intellectual property license fee (film permits); non-standard vehicle permit fees; planning and development transportation analysis and project review fees; citywide variable parking meter rates; and fees for general permits including special traffic, temporary exclusive use of parking meters, residential area parking, contractor, vanpool, stationless bicycle share program application, SFMTA permit, on-street shared vehicle, on-street shared electric moped parking, press, designated shuttle stop use, farmer's market parking, temporary street closure (ISCOTT) and bus substitution fees; waiving all taxi permit fees for FY 23 and FY 24; amending various provisions of the Residential Parking Permit program; and adding a fee for color curb no parking zone where the applicant is more than 1,000 feet from the no parking zone; and be it further

RESOLVED, That the SFMTA Board approves a waiver of fares on New Year's Eve 2023, between 8 PM on December 31, 2022 and 5 a.m. January 1, 2023 and on New Year's Eve 2024, between 8 PM on December 31, 2023 and 5 a.m. January 1, 2024; and be it further

RESOLVED, That the Director of Transportation is authorized to implement short-term experimental fares and parking rates up to six months which enable the SFMTA to respond effectively to community requests and public health and safety emergencies; and be it further

RESOLVED, That the SFMTA Board of Directors concurs with the Controller's certification that parking citation processing and collection services; facility security services; paratransit services; parking meter collection and coin counting services; transit shelter maintenance services; and vehicle towing, storage and disposal services can be practically performed by private contractors at a lesser cost than to provide the same services with City employees; and be it further

RESOLVED, That the SFMTA Board will continue to work diligently with the Board of Supervisors and the Mayor's Office to develop new sources of funding for SFMTA operations pursuant to Charter Section 8A.109; and be it further

RESOLVED, That the FY 2023 and FY 2024 Operating Budget includes \$136 million in FY 2023 and \$141 million in FY 2024 Contingency Reserves, representing 10% of operating expenditures, pursuant to the Contingency Reserve Policy established in SFMTA Board Resolution 07-038; and be it further

RESOLVED, That the Director of Transportation is hereby authorized to make any necessary technical and clerical corrections to the approved FY 2023 and FY 2024 Operating budget of the SFMTA and to allocate additional revenues and/or City and County discretionary revenues in order to fund additional adjustments to the operating budget, provided that the Director of Transportation shall return to the SFMTA Board of Directors for approval of technical or clerical corrections that allocate additional revenues and/or City and County discretionary revenues in order to fund additional adjustments to the operating budget that, in aggregate, exceed a ten percent change to the SFMTA operating budget.

I certify that the foregoing resolution was adopted by the Municipal Transportation Agency Board of Directors and the Parking Authority Commission at their meeting of April 19, 2022.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

Enclosure 1

RESOLUTION:

[Transportation Code – Division II Fees and Penalties]

Resolution amending Division II of the Transportation Code to address fees and penalties for the fiscal years beginning July 1, 2022, and July 1, 2023, including, among other things, updating the fiscal years and making increases and decreases for late payment penalties, special collection fees, and boot removal fees; Transportation Code penalties; Vehicle Code penalties; color curb, general loading, and red zone driveway fees; towing and storage fees; community service and payment plan processing fees; parking meter use fee; temporary no-parking sign posting fee; signs and parking space removal/relocation fee; intellectual property license fee (film permits); Clipper Card and Lifeline ID card replacement fees; non-standard vehicle permit fees; planning and development transportation analysis review fee; development project review fee; citywide variable parking meter rates; and fees for general permits including special traffic, temporary exclusive use of parking meters, residential area parking, contractor, vanpool, stationless bicycle share program application, SFMTA permit, on-street shared vehicle, on-street shared electric moped parking, press, designated shuttle stop use, farmer’s market parking, temporary street closure (ISCOTT) and bus substitution fees; waiving all taxi permit fees for FY 23 and FY 24; amending various provisions of the Residential Parking Permit program; and adding a fee for color curb no parking zone where the applicant is more than 1,000 feet from the no parking zone.

NOTE: Additions are single-underline Times New Roman;
deletions are ~~strike-through Times New Roman~~.

The Municipal Transportation Agency Board of Directors of the City and County of San Francisco enacts the following regulations:

Section 1. Article 300, 400 and 900 of Division II of the Transportation Code is

hereby amended by amending Sections 301, 302, 303, 304, 305, 311, 312, 316, 317, 318, 319, 320, 322, 324, 325, 402, 901, 902 and 905, to read as follows:

SEC. 301. LATE PAYMENT; SPECIAL COLLECTIONS AND BOOT REMOVAL FEE.

Except as otherwise specified in this Code, the SFMTA may charge the following penalties and fees to persons to whom civil citations have been issued or to owners of cited vehicles for failure to either pay the citations or to contest the underlying citations by the due date affixed to the notice of violation. These fees include a DMV registration hold fee. The penalties and fees shall be as follows:

Schedule	FY 2021 Effective 7-1-2020	FY 2022 Effective 7- 1-2021	<u>FY 2023 Effective 7- 1-2022</u>	<u>FY 2024 Effective 7- 1-2023</u>
After the 1st payment due date	\$37	\$38	<u>\$38</u>	<u>\$38</u>
After the 2nd payment due date	\$52	\$53	<u>\$53</u>	<u>\$53</u>
Special Collection Fee (after the 2nd payment due date)	\$40	\$40	<u>\$40</u>	<u>\$40</u>
Boot Removal Fee	\$525	\$550	<u>\$495</u>	<u>\$505</u>
Low Income Boot Removal Fee*	\$75	\$75	<u>\$75</u>	<u>\$75</u>
One-Time Boot Removal Fee for People Certified as Experiencing Homelessness	\$0	\$0	<u>\$0</u>	<u>\$0</u>

* Customers whose vehicles have been booted are eligible for the Low Income Boot Removal Fee only if they demonstrate (1) their participation in an eligible program for low income families, or (2) that their annual household income is less than or equal to 200% of Federal Poverty Level. The SFMTA shall publish the list of eligible low income programs on its website.

** Customers whose vehicles have been booted are eligible for the One-Time Boot Removal Fee for People Certified as Experiencing Homelessness with certification from the San Francisco Department of Homelessness and Supportive Housing.

SEC. 302. TRANSPORTATION CODE PENALTY SCHEDULE.

Violation of any of the following subsections of the Transportation Code shall be punishable by the fines set forth below.

TRANSPORTATION CODE SECTION	DESCRIPTION	FINE-AMOUNT Effective July 1, 2020**	FINE-AMOUNT Effective July 1, 2021**	<u>FINE AMOUNT Effective July 1, 2022**</u>	<u>FINE AMOUNT Effective July 1, 2023**</u>
PEDESTRIANS AND SIDEWALKS					
Div I 7.2.10	Pedestrian Crossings	\$76	\$77	<u>\$80</u>	<u>\$83</u>
Div I 7.2.11	Electric Assistive Personal Mobility Devices	\$100	\$100	<u>\$103</u>	<u>\$106</u>
Div I 7.2.12	Bicycle Riding Restricted	\$100	\$100	<u>\$103</u>	<u>\$106</u>
Div I 7.2.13	NUV Violation	\$100	\$100	<u>\$103</u>	<u>\$106</u>
ON-STREET PARKING					
Div I 7.2.20	Residential Parking	\$95	\$96	<u>\$99</u>	<u>\$102</u>
Div I 7.2.22	Street Cleaning	\$83	\$84	<u>\$87</u>	<u>\$90</u>
Div I 7.2.23(a)	Parking Meter-Downtown Core	\$94	\$95	<u>\$98</u>	<u>\$101</u>
Div I 7.2.23(b)	Parking Meter-Outside Downtown Core	\$84	\$86	<u>\$89</u>	<u>\$92</u>
Div I 7.2.25	Red Zone	\$110	\$108	<u>\$108</u>	<u>\$108</u>
Div I 7.2.26	Yellow Zone	\$110	\$108	<u>\$108</u>	<u>\$108</u>
Div I 7.2.27	White Zone	\$110	\$108	<u>\$108</u>	<u>\$108</u>
Div I 7.2.28	Green Zone	\$90	\$89	<u>\$92</u>	<u>\$95</u>
Div I 7.2.29	Parking for Three Days	\$75	\$74	<u>\$76</u>	<u>\$79</u>
Div I 7.2.30(a)	Overtime Parking Downtown Core	\$94	\$95	<u>\$98</u>	<u>\$101</u>
Div I 7.2.30(b)	Overtime Parking Outside	\$84	\$86	<u>\$89</u>	<u>\$92</u>

	Downtown Core				
Div I 7.2.30(c)	Overtime Meter Parking Downtown Core	\$94	\$95	<u>\$98</u>	<u>\$101</u>
Div I 7.2.30(d)	Overtime Meter Parking Outside Downtown Core	\$84	\$86	<u>\$89</u>	<u>\$92</u>
Div I 7.2.32	Angled Parking	\$72	\$71	<u>\$73</u>	<u>\$75</u>
Div I 7.2.33	Blocking Residential Door	\$59	\$59	<u>\$61</u>	<u>\$63</u>
Div I 7.2.34	Median Dividers and Islands	\$95	\$96	<u>\$99</u>	<u>\$102</u>
Div I 7.2.35	Parking on Grades	\$65	\$59	<u>\$61</u>	<u>\$63</u>
Div I 7.2.36	100 Feet Oversize	\$110	\$108	<u>\$108</u>	<u>\$108</u>
Div I 7.2.37	Motorcycle Parking	\$110	\$108	<u>\$108</u>	<u>\$108</u>
Div I 7.2.38	Parking in Stand	\$110	\$108	<u>\$108</u>	<u>\$108</u>
Div I 7.2.39	Parking Transit-Only	\$110	\$108	<u>\$108</u>	<u>\$108</u>
Div I 7.2.40	Tow-Away Zone-Downtown Core	\$110	\$108	<u>\$108</u>	<u>\$108</u>
Div I 7.2.41	Tow-Away Zone-Outside Downtown Core	\$110	\$108	<u>\$108</u>	<u>\$108</u>
Div I 7.2.42	Parking Restrictions	\$110	\$108	<u>\$108</u>	<u>\$108</u>
Div I 7.2.43	Parking-Public Property	\$79	\$78	<u>\$81</u>	<u>\$84</u>
Div I 7.2.44	Misuse Disabled Parking Placard/License	\$866*	\$864*	<u>\$866*</u>	<u>\$866*</u>
Div I 7.2.45	Temporary Parking Restriction	\$83	\$84	<u>\$87</u>	<u>\$90</u>
Div I 7.2.46	Temporary Construction Zone	\$83	\$84	<u>\$87</u>	<u>\$90</u>
Div I 7.2.47	Remove Chalk	\$110	\$108	<u>\$108</u>	<u>\$108</u>
Div I 7.2.48	Repairing Vehicle	\$102	\$102	<u>\$105</u>	<u>\$108</u>

Div I 7.2.49	Permit on Wrong Car	\$110	\$108	<u>\$108</u>	<u>\$108</u>
Div I 7.2.50	Invalid Permit	\$110	\$108	<u>\$108</u>	<u>\$108</u>
Div I 7.2.51	Parking Marked Space	\$65	\$66	<u>\$68</u>	<u>\$70</u>
Div I 7.2.52	On-Street Car Share Parking	\$110	\$108	<u>\$108</u>	<u>\$108</u>
Div I 7.2.54	Large Vehicle	\$110	\$108	<u>\$108</u>	<u>\$108</u>
Div I 7.2.55	No Parking Zone	\$110	\$108	<u>\$108</u>	<u>\$108</u>
OFF-STREET PARKING					
Div I 7.2.60	Parking Facility Charges	\$72	\$71	<u>\$73</u>	<u>\$75</u>
Div I 7.2.61	Entrance/Exit Parking Facility	\$100	\$99	<u>\$102</u>	<u>\$105</u>
Div I 7.2.62	Blocking Space Parking Facility	\$76	\$76	<u>\$79</u>	<u>\$82</u>
Div I 7.2.63	Speeding within Parking Facility	\$100	\$99	<u>\$102</u>	<u>\$105</u>
Div I 7.2.64	Block Charging Bay	\$110	\$108	<u>\$108</u>	<u>\$108</u>
Div I 7.2.65	Overtime Parking - Off-Street Parking Meter	\$79	\$78	<u>\$81</u>	<u>\$84</u>
Div I 7.2.66	Misuse Disabled Parking Placard/ License Plate	\$866*	\$864*	<u>\$866*</u>	<u>\$866*</u>
Div II 1009	SFMTA Property	\$110	\$108	<u>\$108</u>	<u>\$108</u>
TRAFFIC REGULATIONS					
Div I 7.2.70	Obstruction of Traffic-Vehicle	\$110	\$110	<u>\$108</u>	<u>\$108</u>
Div I 7.2.71	Obstruction of Traffic Without Permit	\$687	\$702	<u>\$725</u>	<u>\$749</u>
Div I 7.3.30	Obstruction of Traffic Without Permit	\$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)	<u>\$1,000, or six months in jail, or both (4th or more offenses within one year)</u>	<u>\$1,000, or six months in jail, or both (4th or more offenses within one year)</u>

					<u>one year)</u>
Div I 7.2.72	Driving in Transit-Only Area	\$89	\$91	\$94	\$97
Div I 7.2.73	Driving Through Parades	\$100	\$100	\$100	\$100
Div I 7.2.74	Streetcar Right-of-Way	\$100	\$100	\$100	\$100
Div I 7.2.75	Passing Safety Zones	\$100	\$100	\$100	\$100
Div I 7.2.76	Removal of Vehicles-Collision	\$100	\$100	\$100	\$100
Div I 7.2.77	Weight Restricted Streets	\$100	\$100	\$100	\$100
COMMERCIAL VEHICLES					
Div I 7.2.80	Vehicles for Hire Parking	\$110	\$108	\$108	\$108
Div I 7.2.81	Advertising Sign	\$110	\$108	\$108	\$108
Div I 7.2.82	Selling from Vehicle	\$110	\$108	\$108	\$108
Div I 7.2.83	Truck Loading Zone	\$110	\$108	\$108	\$108
Div I 7.2.84	Commercial Vehicle Parking Restrictions	\$110	\$108	\$108	\$108
Div I 7.2.86	Idling Engine While Parked	\$110	\$108	\$108	\$108
Div I 7.2.87	Commercial Passenger Vehicle Street Restrictions	\$110	\$108	\$108	\$108
Div. I 7.2.88	For Sale Sign	\$72	\$71	\$73	\$75
TRANSIT VIOLATIONS					
Div I 7.2.101	Fare Evasion	\$125	\$125	\$125	\$125
Div I 7.2.102	Passenger Misconduct	\$125	\$125	\$129	\$135
Div I 7.2.103	Fare Evasion –	\$64	\$64	\$64	\$64

	Youth Violation				
Div I 7.2.104	Passenger Misconduct – Youth Violation	\$64	\$64	<u>\$66</u>	<u>\$68</u>
SHARED MOBILITY DEVICE SERVICES VIOLATIONS					
Div I 7.2.110	Shared Mobility Device Service Parking (Shared Mobility Device Service That Does Not Hold an SFMTA Permit or Authorization)				
	First offense	\$100	\$100	<u>\$100</u>	<u>\$100</u>
	Second offense within one year of first offense	\$200	\$200	<u>\$200</u>	<u>\$200</u>
	Third or subsequent offense with one year of first offense	\$500	\$500	<u>\$500</u>	<u>\$500</u>
Div I 7.2.110	Operating a Shared Mobility Device Service without a Permit or Authorization				
	First offense		\$2500	<u>\$2500</u>	<u>\$2500</u>
	Second offense within one year of the first offense		\$5000	<u>\$5000</u>	<u>\$5000</u>
Div I 7.2.110	Shared Mobility Device Service Parking (Shared Mobility Device Service Operators that Hold a SFMTA Permit or Authorization)	\$100	\$100	<u>\$100</u>	<u>\$100</u>
Div I 7.2.111	Powered Scooter				

	Share Parking (Powered Scooter Share Operators That Do Not Hold A SFMTA Permit)				
	First offense	\$100	\$100	<u>\$100</u>	<u>\$100</u>
	Second offense within one year of first offense	\$200	\$200	<u>\$200</u>	<u>\$200</u>
	Third or subsequent offense within one year of first offense	\$500	\$500	<u>\$500</u>	<u>\$500</u>
Div I 7.2.111	Powered Scooter Share Parking (Powered Scooter Share Operators That Hold a SFMTA Permit)	\$100	\$100	<u>\$100</u>	<u>\$100</u>

* This fine includes a 10% additional penalty assessment as mandated by California Vehicle Code 40203.6.

**** Note:**

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, \$1.00 for the local courthouse construction fee, and \$3 for the Trial Court Trust Fund fee.

SEC. 303. CALIFORNIA VEHICLE CODE PENALTY SCHEDULE.

Violation of any of the following subsections of the Vehicle Code (VC) shall be punishable by the fines set forth below. The fine amounts listed in this Section 303 shall apply to any citation issued using a former Traffic Code section number that is listed next to the

corresponding Vehicle Code section below.

CODE	DESCRIPTION	FINE- AMOUNT Effective- July 1, 2020**	FINE- AMOUNT Effective- July 1, 2021**	<u>FINE AMOUNT Effective July 1, 2022**</u>	<u>FINE AMOUNT Effective July 1, 2023**</u>
VC4000A	No Evidence of Current Registration	\$209	\$209	<u>\$209</u>	<u>\$209</u>
VC4461C	Displaying Placard Not Issued to Person	\$866*	\$864*	<u>\$864*</u>	<u>\$864*</u>
VC4462B	Improper Registered Plates	\$121	\$121	<u>\$121</u>	<u>\$121</u>
VC4463C	Fraudulent Display of Placard	\$866*	\$864*	<u>\$864*</u>	<u>\$864*</u>
VC4464	Altered Plates	\$121	\$121	<u>\$121</u>	<u>\$121</u>
VC5200	Display License Plates	\$121	\$121	<u>\$121</u>	<u>\$121</u>
VC5201A	Plates/Mounting	\$121	\$121	<u>\$121</u>	<u>\$121</u>
VC5201B	Failure to Replace Temporary License Plates	\$121	\$121	<u>\$121</u>	<u>\$121</u>
VC5201C	Plate Cover	\$121	\$121	<u>\$121</u>	<u>\$121</u>
VC5202	No Plates	\$121	\$121	<u>\$121</u>	<u>\$121</u>
VC5204A	Tabs	\$121	\$121	<u>\$121</u>	<u>\$121</u>
VC21113A	School/Pub Ground	\$89	\$90	<u>\$93</u>	<u>\$96</u>
VC21211 (38N)	Bicycle Path/Lanes	\$162	\$162	<u>\$162</u>	<u>\$162</u>
VC22500A	Parking in Intersection	\$110	\$108	<u>\$108</u>	<u>\$108</u>
VC22500B	Parking in Crosswalk	\$110	\$108	<u>\$108</u>	<u>\$108</u>
VC22500C	Safety Zone	\$110	\$108	<u>\$108</u>	<u>\$108</u>
VC22500D	15 ft. Fire Station	\$110	\$108	<u>\$108</u>	<u>\$108</u>
VC22500E	Driveway	\$110	\$108	<u>\$108</u>	<u>\$108</u>
VC22500F	On Sidewalk	\$110	\$108	<u>\$108</u>	<u>\$108</u>

VC22500G	Excavation	\$76	\$76	\$79	\$82
VC22500H	Double Parking	\$110	\$108	\$108	\$108
VC22500I	Bus Zone	\$350	\$356	\$368	\$380
VC22500J	Tube or Tunnel	\$76	\$76	\$79	\$82
VC22500K	Bridge	\$76	\$76	\$79	\$82
VC22500L	Wheelchair Access	\$400	\$416	\$430	\$444
VC22500.1 (32.4.A)	Parking in Fire Lane	\$95	\$96	\$99	\$102
VC22502A	Over 18 inches From Curb	\$76	\$76	\$79	\$82
VC22502B	Wrong Way Parking	\$76	\$76	\$79	\$82
VC22502E	One-Way Road/Parking	\$76	\$76	\$79	\$82
VC22505B	Unauthorized Stopping	\$76	\$76	\$79	\$82
VC22507.8A	Parking in Blue Zone Without Placard/Plate	\$400	\$416	\$430	\$444
VC22507.8B	Blocking Access to Blue Zone	\$400	\$416	\$430	\$444
VC22507.8C	Parking in the Crosshatch Area Adjacent to a Blue Zone	\$400	\$416	\$430	\$444
VC22514	Fire Hydrant	\$110	\$108	\$108	\$108
VC22515A	Unattended Motor Vehicle	\$110	\$108	\$108	\$108
VC22515B	Unsecured Motor Vehicle	\$110	\$108	\$108	\$108
VC22516	Locked Vehicle	\$89	\$91	\$94	\$97
VC22521	Railroad Tracks	\$110	\$108	\$108	\$108
VC22522	W/3 ft Wheelchair Ramp	\$298*	\$298*	\$298*	\$298*
VC22523A	Abandoned Vehicle/Highway	\$241	\$246	\$254	\$262
VC22523B	Abandoned Vehicle/Public or Private Prop	\$241	\$246	\$254	\$262

VC22526A	Blocking Intersection	\$110	\$108	<u>\$108</u>	<u>\$108</u>
VC22526B	Blocking Intersection While Turning	\$110	\$108	<u>\$108</u>	<u>\$108</u>
VC23333	Park/Veh Crossing	\$162	\$162	<u>\$162</u>	<u>\$162</u>

* This fine includes a 10% additional penalty assessment as mandated by California Vehicle Code 40203.6.

**** Note:**

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, \$1.00 for the local courthouse construction fee, and \$3.00 for the Trial Court Trust Fund fee.

SEC. 304. COLOR CURB, GENERAL LOADING, AND RED ZONE DRIVEWAY FEES.

(a) Fees. When a request for color curb, general loading, or driveway red zones is received by the SFMTA, the City Traffic Engineer is authorized to administer and collect an application/processing fee, an installation fee, and a renewal fee from the requestor. The SFMTA may also charge a fee for the installation of a short-term parking meter. The fees shall be as follows:

Table 304: COLOR CURB, GENERAL LOADING, AND DRIVEWAY RED ZONE FEE SCHEDULE				
Applicable Fee	FY 2021- Effective 7-1- 2020	FY 2022 Effective 7- 1-2021	<u>FY 2023 Effective 7- 1-2022</u>	<u>FY 2024 Effective 7- 1-2023</u>
White Zones, Green Zones, or General Loading Zones (“No Parking Zones”)				
Application Fee: Flat Rate for All Lengths	\$750	\$775	<u>\$825</u>	<u>\$850</u>
Initial Installation Fee and Renewal Fee Every 2 Years	Per 22 linear feet or	Per 22 linear feet or	<u>Per 22 linear feet or</u>	<u>Per 22 linear feet or</u>

After Installation	fraction thereof: \$500 Maximum: \$2500	fraction thereof: \$525 Maximum: \$2500	<u>fraction thereof: \$555</u> <u>Maximum: \$2,500</u>	<u>fraction thereof: \$575</u> <u>Maximum: \$2,875</u>
Driveway Red Zone				
Application Fee	\$250	\$255	\$350	\$385
Painting Fee	\$225 per 6- linear feet or fraction thereof	\$230 per 6- linear feet or fraction thereof	\$300 per 6 linear feet or <u>fraction thereof</u>	\$330 per 6 linear feet or <u>fraction thereof</u>
<u>No Parking Zone: Applicant More Than 1,000 Feet Away</u>				
<u>Application Fee</u>			<u>\$4,500</u>	<u>\$4,650</u>
<u>Initial Installation Fee and Renewal Fee Every 2 Years After Installation: 0-22 feet</u>			<u>\$2,200</u>	<u>\$2,275</u>
<u>Initial Installation Fee and Renewal Fee Every 2 Years After Installation: 23-44 feet</u>			<u>\$4,400</u>	<u>\$4,550</u>
<u>Initial Installation Fee and Renewal Fee Every 2 Years After Installation: 45-66 feet</u>			<u>\$6,600</u>	<u>\$6,820</u>
<u>Initial Installation Fee and Renewal Fee Every 2 Years After Installation: 45-66 feet</u>			<u>\$8,800</u>	<u>\$9,100</u>
<u>Initial Installation Fee and Renewal Fee Every 2 Years After Installation: 89+ feet</u>			<u>\$11,000</u>	<u>\$11,370</u>

(b) Exemptions from White Zone Fees. The following entities shall be exempt from paying white zone fees so long as such entities are primarily conducting nonprofit activities at the location of the white zone:

(1) Any public agency or building operated by a federal, state, or local government which is open to the general public and provides services to the general public including all public schools and other educational facilities operated by the San Francisco Unified School District; and

(2) Buildings occupied by private nonprofit organizations whose exclusive function is serving senior citizens and persons with disabilities at no cost to these individuals.

(c) Nothing in this Section 304 is intended to limit the SFMTA's ability to install color curb markings on its own initiative.

SEC. 305. TOWING AND STORAGE FEES.

(a) Fees.

(1) The SFMTA shall charge the registered owner of a towed vehicle, or the registered owner's agent claiming a towed vehicle, or the renter of a towed vehicle, the following fees to reimburse the City for its costs related to the removal, storage, sale, or release of vehicles towed from the public right-of-way, public property, or private property:

Fee Type	Fee Amount- Effective July 1, 2020	Fee Amount- Effective July 1, 2021	<u>Fee Amount Effective July 1, 2022</u>	<u>Fee Amount Effective July 1, 2023</u>
SFMTA Administrative Fees				
Administrative Fee (other than First Tow or Low Income)	\$318	\$325	<u>\$336</u>	<u>\$347</u>
First Tow (reduced fee available only to registered owner of towed vehicle, registered owner's agent claiming the towed vehicle, or renter of towed vehicle)	\$268	\$275	<u>\$284</u>	<u>\$293</u>
Low Income (fee waiver available only to registered owner or renter of towed vehicle)	\$0	\$0	<u>\$0</u>	<u>\$0</u>
Tow Fees (Tow contract fees charged to registered or legal owner, owner's agent, or renters claiming the towed vehicle.)				
One-Time Tow Fee Waiver for People Certified as Experiencing Homelessness	\$0	\$0	<u>\$0</u>	<u>\$0</u>
Low-Income Tow Fee	\$100	\$100	<u>\$100</u>	<u>\$100</u>
Light Duty Vehicles under 10,000 GVW (e.g., cars, light duty trucks, vehicles with	\$256	\$268	<u>\$277</u>	<u>\$286</u>

trailers, unattached trailers, motorcycles, and scooters)				
Medium Duty Vehicles over 10,000 GVW (e.g., trucks, buses, and unattached trailers)	\$256	\$268	<u>\$277</u>	<u>\$286</u>
Heavy Duty Vehicles over 26,000 GVW (e.g., buses, tractor trucks, and/or trailers)	\$256	\$268	<u>\$277</u>	<u>\$286</u>
Dolly Fee	\$46	\$47	<u>\$49</u>	<u>\$51</u>
Storage Fees (Storage fees charged to registered or legal owner, or owner's agent claiming the towed vehicle; storage fees waived if vehicle is picked up within four hours of arrival at storage facility.)				
Storage Fee – Motorcycles/Scooters – first 24 hours or part thereof	\$21.50	\$22	<u>\$23</u>	<u>\$24</u>
Storage Fee – Motorcycles/Scooters – every full calendar day (or part thereof) following the first 24 hours	\$26	\$27	<u>\$28</u>	<u>\$29</u>
Storage Fee – Light Duty Vehicles (other than motorcycles/scooters) – first 24 hours or part thereof	\$56.50	\$58	<u>\$60</u>	<u>\$62</u>
Storage Fee – Light Duty Vehicles (other than motorcycles/scooters) – every full calendar day (or part thereof) following the first 24 hours	\$67.50	\$69.50	<u>\$72</u>	<u>\$74</u>
Storage Fee – Medium Duty Vehicles – first 24 hours or part thereof	\$78	\$80.50	<u>\$83</u>	<u>\$86</u>
Storage Fee – Medium Duty Vehicles – every full calendar day (or part thereof) following the first 24 hours	\$93.50	\$96	<u>\$99</u>	<u>\$102</u>
Storage Fee – Heavy Duty Vehicles – first 24 hours or part thereof	\$115	\$118	<u>\$122</u>	<u>\$126</u>
Storage Fee – Heavy Duty Vehicles – every full calendar day (or part thereof) following the first 24 hours	\$138	\$142	<u>\$147</u>	<u>\$152</u>

Tow-Back Fees				
(Upon customer's request, and only if all towing and storage fees are paid, SFMTA may tow vehicle to a location customer specifies.)				
Tow-back service	<u>\$256</u>	<u>\$268</u>	<u>\$277</u>	<u>\$286</u>
Lien Fees				
Vehicles valued at \$4,000 or less (upon lien initiation)	<u>\$35</u>	<u>\$35</u>	<u>\$36</u>	<u>\$37</u>
Vehicles valued at more than \$4,000 (upon lien initiation)	<u>\$50</u>	<u>\$50</u>	<u>\$52</u>	<u>\$54</u>
Vehicles valued at \$4,000 or less (upon lien completion)	<u>\$35</u>	<u>\$35</u>	<u>\$36</u>	<u>\$37</u>
Vehicles valued at more than \$4,000 (upon lien completion)	<u>\$50</u>	<u>\$50</u>	<u>\$52</u>	<u>\$54</u>

(A) The SFMTA shall charge the registered owner or the registered owner's agent claiming the towed vehicle the First Tow reduced administrative fee only if the vehicle has not previously been towed by the SFPD or SFMTA while registered to its current owner. The SFMTA shall charge the renter of the towed vehicle the First Tow reduced administrative fee only if the SFPD or SFMTA has not previously towed any vehicle registered to or rented by the renter of the towed vehicle.

(B) The SFMTA shall waive the administrative fee, any applicable dolly fee, any applicable lien fees, and the storage fees that would otherwise accrue during the first 24 hours and up to 14 consecutive calendar days thereafter that the vehicle is stored, and instead apply the Low Income Tow Fee only if the registered owner or renter of the towed vehicle (1) establishes his or her participation in an eligible program for low income families or individuals, (2) establishes that his or her annual household income is less than or equal to 200% of the Federal Poverty Level, and (3) removes the vehicle from impound. The SFMTA shall publish the list of eligible low income programs on its website.

(C) The SFMTA shall waive the administrative fee, any applicable dolly fee, any applicable lien fees, and the storage fees that would otherwise accrue during the first 24 hours and up to ~~30~~14 consecutive calendar days thereafter that the vehicle is stored, and instead grant a

One-Time Tow Fee Waiver for People Certified as Experiencing Homelessness only if the registered owner or renter of the towed vehicle (1) provides certification from the Department of Homelessness and Supportive Housing, (2) has not previously been granted the One-Time Tow Fee Waiver for People Certified as Experiencing Homelessness, and (3) removes the vehicle from impound.

(D) Notwithstanding any other provision of this Code, the reduced fees and waivers provided under subsections (A), (B), or (C) above shall not be available to either a registered owner of a towed vehicle or a registered owner’s agent claiming a towed vehicle if (i) the towed vehicle’s registered owner is a business, including but not limited to a partnership, trust, for-profit corporation, or non-profit corporation, or (ii) the vehicle was towed because of or in connection with an act which would constitute a felony or misdemeanor, or which would be punishable, in the discretion of the court, either as a felony or misdemeanor, under any law of the City and County of San Francisco, the State of California, or the United States.¹

(E) A renter of the towed vehicle shall be eligible for the reduced fees and waivers provided under subsections (A), (B), and (C) only if the towed vehicle’s rental agreement identifies the renter as the vehicle’s driver.

(2) The SFMTA shall charge the purchaser of a towed vehicle sold at a lien sale the following fees related to the sale:

Auction Sales Service Fees (Based on vehicle sale amount)				
Fee Type	Fee Amount Effective July 1, 2020	Fee Amount Effective July 1, 2021	<u>Fee Amount</u> <u>Effective July 1,</u> <u>2022</u>	<u>Fee Amount</u> <u>Effective July 1,</u> <u>2023</u>
\$0 - \$249.99	\$45	\$45	\$46	\$48
\$250 - \$499.99	\$75	\$75	\$77	\$80
\$500 - \$999.99	\$150	\$150	\$155	\$160
\$1,000 - \$1,499.99	\$250	\$250	\$258	\$267
\$1,500 - \$1,999.99	\$350	\$350	\$362	\$374
\$2,000 - \$2,499.99	\$450	\$450	\$465	\$480
\$2,500 - \$4,999.99	\$750	\$750	\$775	\$801
\$5,000 and above	\$1,000	\$1,000	\$1,033	\$1,067

(b) Reimbursement and Waiver of Towing and Storage Fees.

(1) Any fees charged or authorized under subsection (a) in connection with the towing, storage, or lien of vehicles towed from the public right-of-way, public property, or private property may be waived for, or reimbursed to, the registered or legal owner of the vehicle if the fees were incurred:

(A) Because the vehicle was towed or stored by order of the Police Department to examine the vehicle for evidence of a crime;

(B) Because the vehicle was towed or stored by order of the Police Department or the SFMTA and said towing or storage was not authorized by state or local law;

(C) Because the Police Department or the SFMTA erroneously reported, filed, or recorded the circumstances of the towing or storage of the vehicle; or

(D) Because the vehicle was towed or stored by order of the Police Department or the SFMTA for removal of components of the vehicle, which components were placed on the vehicle in violation of Section 10751 of the Vehicle Code.

(2) Upon verifiable proof that the vehicle was reported stolen before it was towed, or upon a determination by the Police Department that the vehicle was stolen, and if the vehicle owner is an individual, the SFMTA shall waive for, or reimburse to, the registered or legal owner:

(A) The administrative, towing, and lien fees established in subsection (a), above; and

(B) The storage fees that would otherwise accrue during the first 24 hours and two consecutive calendar days thereafter that the vehicle is stored.

(3) Neither the waivers nor reimbursements of fees available under subsection (b)(2) above for stolen vehicles shall be available if the towed vehicle's registered owner is a business, including but not limited to a partnership, for-profit corporation, or non-profit corporation, or if the registered owner rents the towed vehicle to other persons as part of a peer-to-peer, person-to-person, or other social car sharing enterprise.

(c) Prohibition on Waiver and Reimbursement of Towing and Storage Fees. No

reimbursement or waiver shall be made to the registered or legal owner of a vehicle pursuant to the provisions of subsection (b)(1) or (2), above, if:

(1) The owner or person in lawful possession of the vehicle is chargeable with violation of any law of the City and County of San Francisco, the State of California, or the United States, and said charge relates to the towing and storage of the vehicle or the removal of component parts thereof; or

(2) Reimbursement or waiver is requested pursuant to subsections (b)(1)(B) or (b)(1)(C), above, and the City's error in ordering, reporting, filing or recording the tow is attributable, in part, to the conduct of the registered owner, legal owner, or one in lawful possession of the vehicle; or

(3) The registered or legal owner of the vehicle, including a firm or corporation that owns vehicles used for commercial purposes, cannot show evidence of financial responsibility for said vehicle as required by Section 16020 of the California Vehicle Code.

(d) Application for Reimbursement or Waiver.

(1) Requests for reimbursement of partial or full fees by individuals eligible for the reduced fees or waivers provided under Section 305 must be presented to the Director of the SFMTA or his or her designee, on a form provided therefor, within 30 days of payment of the full fees. The Director, or his or her designee, may, in his or her sole discretion, extend this deadline for good cause shown.

(2) Requests for reimbursement or waiver shall be itemized, describing all circumstances known to the requesting party. The Director of the SFMTA or his or her designee may request such additional information as necessary to determine the legitimacy of the request for reimbursement or waiver.

(3) All requests for reimbursement or waiver shall be made under penalty of perjury.

(4) The amount of the requested reimbursement or waiver shall not exceed the actual fees charged to the individual or entity requesting reimbursement or waiver.

(e) Prosecution of Person Responsible. No request for reimbursement or waiver shall

be considered by the Director of the SFMTA or his or her designee unless and until the person requesting reimbursement or waiver agrees in writing that said person will fully cooperate in the investigation or prosecution of any person or persons responsible for any violation of law giving rise to the request for reimbursement or waiver.

(f) Subrogation. Whenever reimbursement or waiver is made pursuant to this Section 305, the City and County of San Francisco is subrogated to all rights and privileges, at law or equity, of the person, or his or her heirs or assigns, to whom payment was made to recover any monies, from any source whatsoever, due to the person requesting reimbursement or waiver arising from the activity that caused the fees to be incurred.

(g) Procedures. The Director of Transportation may establish such procedures as he or she deems appropriate to facilitate the waiver and reimbursement of towing and storage fees, and the reduction of administrative fees, in accordance with this Section 305.

SEC. 311. COMMUNITY SERVICE AND PAYMENT PLAN PROCESSING FEES.

(a) Community Service Plan: A fee to reimburse the SFMTA for costs associated with processing requests for community service in-lieu of payment for parking or transit violation citations. The amount for this fee shall be as set forth below.

Total Outstanding Fine/Penalty Amount	Processing Fee* Effective Date July 1, 2020	Processing Fee Effective Date July 1, 2021	<u>Processing Fee* Effective Date July 1, 2022</u>	<u>Processing Fee* Effective Date July 1, 2023</u>
\$300 or less	\$26	\$27	<u>\$27</u>	<u>\$27</u>
\$301 to \$600	\$52	\$54	<u>\$54</u>	<u>\$54</u>
\$601 to \$1,000	\$77	\$79	<u>\$79</u>	<u>\$79</u>

*The SFMTA may grant a fee waiver once per calendar year for low-income customers whose income is at or below 200% of the Federal Poverty level.

(b) Payment Plan: A fee to reimburse the SFMTA for costs associated with

establishing a payment plan for parking or transit violation citations. The amount for this fee shall be as set forth below:

Payment Plan	Processing Fee Effective Date- July 1, 2020	Processing Fee Effective Date- July 1, 2021	<u>Processing Fee</u> <u>Effective Date</u> <u>July 1, 2022</u>	<u>Processing Fee</u> <u>Effective Date</u> <u>July 1, 2023</u>
Fee Per Plan- Low Income	\$5	\$5	<u>\$5</u>	<u>\$5</u>
Fee Per Plan- Standard	\$25	\$25	<u>\$25</u>	<u>\$25</u>

SEC. 312. PARKING METER USE FEE.

A fee charged for rendering Parking meters inaccessible to parking due to activities that are non-construction related and do not require either a Temporary Exclusive Use Parking Meter Permit issued pursuant to Section 904 of this Code, or a Temporary Use or Occupancy of Public Streets permit issued pursuant to Article 6 of this Code. The fee shall be ~~\$13.00~~15.00 per day per metered Parking space effective July 1, ~~2020~~2022. The fee shall be ~~shall be~~¹ ~~14.00~~\$16.00 per day per metered Parking space effective July 1, ~~2021~~2023.

SEC. 316. TEMPORARY NO-PARKING SIGN POSTING FEE.

A fee to reimburse the SFMTA for costs incurred for posting temporary no-parking signs for Special Events, Film Production, and Residential or Commercial Moves based on the number of signs posted. The fee shall be as follows:

Table 316: TEMPORARY NO-PARKING SIGN POSTING FEE SCHEDULE

Number of Signs Posted	FY 2021 Effective July 1, 2020	FY 2022 Effective July 1, 2021	<u>FY 2023</u> <u>Effective July 1,</u> <u>2022</u>	<u>FY 2024</u> <u>Effective July 1,</u> <u>2023</u>
Application filed 14 days before a permitted event approved by ISCOTT				
1 to 4	\$295	\$302	<u>\$312</u>	<u>\$322</u>
5 to 9	\$395	\$404	<u>\$417</u>	<u>\$431</u>
10 to 15	\$493	\$504	<u>\$521</u>	<u>\$538</u>
16 to 21	\$593	\$606	<u>\$626</u>	<u>\$647</u>
22 to 28	\$689	\$705	<u>\$728</u>	<u>\$752</u>
29 to 35	\$789	\$807	<u>\$834</u>	<u>\$861</u>

36 to 43	\$888	\$908	\$938	\$969
44 to 51	\$988	\$1,010	\$1,043	\$1,078
52 or more	\$17 for each- additional sign	\$17 for each- additional sign	\$18 for each additional sign	\$18 for each additional sign
Self-Posting Fee for Special Events	\$10 per sign	\$10 per sign	\$10 per sign	\$11 per sign
Application filed 13 or fewer days before a permitted event approved by ISCOTT				
1 to 4	\$412	\$421	\$435	\$449
5 to 9	\$511	\$522	\$539	\$557
10 to 15	\$610	\$623	\$644	\$665
16 to 21	\$708	\$724	\$748	\$773
22 to 28	\$806	\$824	\$851	\$879
29 to 35	\$905	\$925	\$956	\$987
36 to 43	\$1,005	\$1,027	\$1,061	\$1,096
44 to 51	\$1,104	\$1,128	\$1,165	\$1,204
52 or more	\$17 for each- additional sign	\$17 for each- additional sign	\$18 for each additional sign	\$18 for each additional sign
Self-Posting Fee for Special Events	\$10 per sign	\$10 per sign	\$10 per sign	\$11 per sign
Applications filed for 311 Temporary Signs (up to 3 days)				
1 to 4	\$304	\$310	\$315	\$310
5 to 9	\$404	\$412	\$426	\$412
10 to 15	\$507	\$518	\$535	\$518
16 to 21	\$609	\$622	\$643	\$622
22 to 28	\$707	\$723	\$747	\$723
29 to 35	\$810	\$828	\$855	\$828
36 to 43	\$910	\$930	\$961	\$930
44 to 51	\$1,013	\$1,035	\$1,069	\$1,035
52 or more Signs	\$17 for each- additional sign	\$17 for each- additional sign	\$18 for each additional sign	\$18 for each additional sign
Application Filed for 311 Temporary Signs Additional Fee (4 to 7 days)	\$53	\$54	\$56	\$58
Self-Posting Fee	\$10 per sign	\$10 per sign	\$10 per sign	\$11 per sign
Design Change Fee	\$53	\$54	\$56	\$58

SEC. 317. SIGNS AND PARKING SPACE REMOVAL/RELOCATION FEE.

A fee to reimburse the SFMTA for costs incurred for the removal or relocation of SFMTA signs and poles due to projects related to tree planting, sidewalk widening or reconstruction, new commercial or residential developments, or other projects which require the removal or relocation of SFMTA signs or poles. The fee shall be as follows:

Description	FY 2020 Effective July- 1, 2020	FY 2021 Effective July- 1, 2021	<u>FY 2023</u> <u>Effective July</u> <u>1, 2022</u>	<u>FY 2024</u> <u>Effective July</u> <u>1, 2023</u>
(Establish) Parking Space for temporary relocation of colored curb zones	\$730	\$740	\$764	\$789
(Establish) Parking space for permanent relocation of colored curb zones	\$730	\$740	\$764	\$789

SEC. 318. INTELLECTUAL PROPERTY LICENSE FEE (FILM PERMITS).

A license fee shall be charged in conjunction with every Use Agreement issued by the Film Commission for filming that may include visual images of SFMTA trademarks, service marks, or other intellectual property.

The license fees shall be as follows:

Description	FY 2020 Effective- July 1, 2020	FY 2021 Effective- July 1, 2021	<u>FY 2023</u> <u>Effective</u> <u>July 1,</u> <u>2022</u>	<u>FY 2024</u> <u>Effective</u> <u>July 1,</u> <u>2023</u>
Television Series/Movie/Pilot/ Documentary based on the project's budget (in excess of \$500,000) submitted to the Film Commission	\$1,467 per permit issued by Film Commission	\$1,499 per permit issued by Film Commission	<u>\$1,550 per permit issued by Film Commission</u>	<u>\$1,600 per permit issued by Film Commission</u>
Television Series/Movie/Pilot/ Documentary based on the project's	\$734 per permit	\$750 per permit	<u>\$775 per permit</u>	<u>\$800 per permit</u>

budget (between \$100,000 and \$500,000) submitted to the Film Commission	issued by Film Commissio n	issued by Film Commissio n	issued by <u>Film Commissio n</u>	issued by <u>Film Commissio n</u>
Television Series/Movie/Pilot/ Documentary based on the project's budget (less than \$100,000) submitted to the Film Commission	\$367 per permit issued by Film Commissio n	\$375 per permit issued by Film Commissio n	\$387 per permit issued by <u>Film Commissio n</u>	\$400 per permit issued by <u>Film Commissio n</u>
Commercials	\$734 per permit issued by Film Commissio n	\$750 per permit issued by Film Commissio n	\$775 per permit issued by <u>Film Commissio n</u>	\$800 per permit issued by <u>Film Commissio n</u>
Still Photography Corporate/ Music Video/Industrial/Web Content/Short (40 minutes or less)	\$367 per permit issued by Film Commissio n	\$375 per permit issued by Film Commissio n	\$387 per permit issued by <u>Film Commissio n</u>	\$400 per permit issued by <u>Film Commissio n</u>
Travel shows promoting San Francisco, as determined by the Film Commission.	\$105 per permit issued by Film Commissio n	\$107 per permit issued by Film Commissio n	\$111 per permit issued by <u>Film Commissio n</u>	\$115 per permit issued by <u>Film Commissio n</u>
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	Waived
By qualified college or university students other than as described above as determined by the Film Commission	\$61 per permit issued by Film Commissio n	\$62 per permit issued by Film Commissio n	\$64 per permit issued by <u>Film Commissio n</u>	\$66 per permit issued by <u>Film Commissio n</u>
By qualified Non-Profit or	\$0	\$0	<u>\$0</u>	<u>\$0</u>

Government Agency as determined by the Film Commission*1				
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The Director of Transportation or his or her designee shall have the discretion to waive or reduce this license fee for student filming, filming by government agencies, or filming by non-profit agencies if requested by the Film Commission.

SEC. 319. CLIPPER® CARD AND LIFELINE ID CARD REPLACEMENT FEE.

Description	FY 2020 Effective- July 1, 2020	FY 2021 Effective- July 1, 2021	<u>FY 2023</u> <u>Effective</u> <u>July 1, 2022</u>	<u>FY 2024</u> <u>Effective</u> <u>July 1, 2023</u>
Clipper® Card and Lifeline ID Card Replacement Fee	\$5	\$5	<u>\$5</u>	<u>\$5</u>

SEC. 320. TAXI PERMIT FEES.

The following is the schedule for taxi-related permit and permit renewal fees:

Permit Type	FY 2019 Effective July- 1, 2020	FY 2020 Effective July- 1, 2021	<u>FY 2023</u> <u>Effective July</u> <u>1, 2022</u>	<u>FY 2024</u> <u>Effective July</u> <u>1, 2023</u>
Driver Permit Application	N/A	N/A	<u>N/A</u>	<u>N/A</u>
Monthly Ramp Taxi Medallion Use Fee	N/A	N/A	<u>N/A</u>	<u>N/A</u>
Monthly Taxi Medallion Use Fee (8000 series)	\$0	\$0	<u>\$0</u>	<u>\$0</u>
Dispatch Application	\$0	\$0	<u>\$0</u>	<u>\$0</u>
Color Scheme Change	\$0	\$0	<u>\$0</u>	<u>\$0</u>
Lost Medallion	\$0	\$0	<u>\$0</u>	<u>\$0</u>
New Color Scheme - 1 to 5 Medallions	\$0	\$0	<u>\$0</u>	<u>\$0</u>
New Color Scheme - 6 to 15 Medallions	\$0	\$0	<u>\$0</u>	<u>\$0</u>
New Color Scheme - 16 to 49 Medallions	\$0	\$0	<u>\$0</u>	<u>\$0</u>
New Color Scheme -	\$0	\$0	<u>\$0</u>	<u>\$0</u>

50 or more Medallions				
Renewal Application:				
Driver Renewal**	\$0	\$0	<u>\$0</u>	<u>\$0</u>
Medallion Holder Renewal for Pre-K Medallions and Pre-K Corporate Medallions	\$0	\$0	<u>\$0</u>	<u>\$0</u>
Medallion Holder Renewal for Post-K Medallions	\$0	\$0	<u>\$0</u>	<u>\$0</u>
Color Scheme Renewal - 1 to 5 Medallions	\$0	\$0	<u>\$0</u>	<u>\$0</u>
Color Scheme Renewal - 6 to 15 Medallions	\$0	\$0	<u>\$0</u>	<u>\$0</u>
Color Scheme Renewal - 16 to 49 Medallions	\$0	\$0	<u>\$0</u>	<u>\$0</u>
Color Scheme Renewal - 50 to 149 Medallions	\$0	\$0	<u>\$0</u>	<u>\$0</u>
Color Scheme Renewal - 150 or More Medallions	\$0	\$0	<u>\$0</u>	<u>\$0</u>
Driver Renewal**	\$0	\$0	<u>\$0</u>	<u>\$0</u>
Medallion Holder Renewal for Pre-K Medallions and Pre-K Corporate Medallions	\$0	\$0	<u>\$0</u>	<u>\$0</u>
Medallion Holder Renewal for Post-K Medallions	\$0	\$0	<u>\$0</u>	<u>\$0</u>
Color Scheme Renewal - 1 to 5 Medallions	\$0	\$0	<u>\$0</u>	<u>\$0</u>
Color Scheme Renewal - 6 to 15 Medallions	\$0	\$0	<u>\$0</u>	<u>\$0</u>
Color Scheme Renewal - 16 to 49 Medallions	\$0	\$0	<u>\$0</u>	<u>\$0</u>
Color Scheme Renewal - 50 to 149 Medallions	\$0	\$0	<u>\$0</u>	<u>\$0</u>
Color Scheme Renewal - 150 or More Medallions	\$0	\$0	<u>\$0</u>	<u>\$0</u>
Dispatch Renewal	\$0	\$0	<u>\$0</u>	<u>\$0</u>

** All taxi driver permit renewal fees are waived between March 16, 2020 and June 30, 2020.

SEC. 322. NON-STANDARD VEHICLE PERMIT FEES.

The following is the schedule for Non-Standard Vehicle permit fees.

Description	FY 2020 Effective July 1, 2020	FY 2021 Effective July 1, 2021	<u>FY 2023 Effective July 1, 2022</u>	<u>FY 2024 Effective July 1, 2023</u>
Permit Application Fee*	\$5,255	\$5,370	<u>\$5,547</u>	<u>\$5,730</u>
Annual Fee				
1 to 5 Vehicles	\$10,510	\$10,740	<u>\$11,094</u>	<u>\$11,460</u>
6 to 25 Vehicles	\$26,275	\$26,850	<u>\$27,736</u>	<u>\$28,651</u>
26 to 50 Vehicles	\$52,550	\$53,700	<u>\$55,472</u>	<u>\$57,303</u>
50 to 100 Vehicles	\$94,590	\$96,660	<u>\$99,850</u>	<u>\$103,145</u>
100 to 150 Vehicles	\$194,435	\$198,690	<u>\$205,247</u>	<u>\$212,020</u>
151 to 250 Vehicles	\$252,240	\$257,760	<u>\$266,266</u>	<u>\$275,053</u>

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

SEC. 324. PLANNING/DEVELOPMENT TRANSPORTATION ANALYSIS REVIEW FEE.

This 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 fee: Transportation Review Fee for projects that 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	FY 2020 Effective July- 1, 2020	FY 2021 Effective July- 1, 2021	<u>FY 2023</u> <u>Effective July</u> <u>1, 2022</u>	<u>FY 2024</u> <u>Effective July</u> <u>1, 2023</u>
Fee per Case- Transportation Review	\$31,500	\$32,760	\$33,841	\$34,958
Fee per Case-Site Circulation Review	\$5,500	\$5,720	\$5,909	\$6,104

SEC. 325. DEVELOPMENT PROJECT REVIEW FEE.

This fee reimburses the SFMTA for staff costs related to review of documents associated with development projects’ proposed land use and transportation program, exclusive of 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.

Description	FY 2021 Effective July- 1, 2020	FY 2022 Effective July 1,- 2021	<u>FY 2023</u> <u>Effective July 1,</u> <u>2022</u>	<u>FY 2024</u> <u>Effective July 1,</u> <u>2023</u>
Fee per Case	\$1,225	\$1,300	\$1,343	\$1,387

SEC. 402. CITYWIDE VARIABLE PARKING METER RATES.

The rates for parking meters located anywhere within the boundaries of the City and County of San Francisco as described in Appendix A, not under the jurisdiction of the Port of San Francisco, the Recreation and Park Department, the Golden Gate National Recreation Area, the Presidio of San Francisco, or the Treasure Island Development Authority, shall be between \$0.50 an hour and \$~~9~~11 an hour effective July 1, ~~2020~~2022, and \$~~4~~12 an hour effective July 1, ~~2021~~2023. Within that range, the rates may be adjusted periodically based on vehicle occupancy on any block or set of blocks during the hours of parking meter operation according to the

following criteria: (a) if occupancy is 80% or above, rates will be increased by \$0.25 per hour; (b) if occupancy is 60% or above but below 80%, rates will not be changed; (c) if occupancy is below 60%, rates will be lowered by \$0.25 per hour. Rates shall be adjusted for any particular block or set of blocks not more than once every 28 days.

SEC. 901. DEFINITIONS.

As used in this Article 900, the following words and phrases shall have the following meanings:

* * * *

Electric Vehicle. A motor vehicle that uses a plug-in battery to provide all of the motive power of the vehicle.

* * * *

Residential Parking Permit Area. A Residential Area designated pursuant to Section 905 wherein Resident Motor Vehicles ~~displaying~~possessing a valid Residential Parking Permit shall be exempt from specified Parking ~~time~~-restrictions.

* * * *

SEC. 902. GENERAL PERMIT CONDITIONS.

The following general provisions apply to all permits issued under this Article 900.

(a) Application and Renewal. Permit applications must be submitted on a form supplied by the SFMTA. All required application and any other fees must be paid and all permit requirements satisfied before a permit may be issued. The SFMTA may require any information of the applicant which it deems necessary to carry out the purposes of this Article. Permits may be renewed annually in compliance with any renewal procedures established by the SFMTA.

(b) Display of Permit. Should a physical permit be issued to a vehicle, ~~P~~permittees must maintain the permit at the site of the permitted activity and available for inspection in accordance with any requirements for permit display as may be established by the SFMTA, and shall make all permits available for inspection upon request by an employee of the Police

Department or SFMTA.

(c) **Prior Payments Required.** No permit shall be issued or renewed until the applicant has paid all permit fees that are due to the SFMTA. No permit shall be issued to any applicant who is responsible for payment of one or more delinquent citations for violation of any provision of this Code or the Vehicle Code until all fines and fees associated with the citation are paid in full.

(d) **Permit Fees.** Fees for permits issued pursuant to this Code are as follows:

**Table 902(d)
Permit Fee Schedule**

	FY 2021 Effective July 1, 2020	FY 2022 Effective July 1, 2021	<u>FY</u> <u>2023</u> <u>Effective</u> <u>July 1,</u> <u>2022</u>	<u>FY 2024</u> <u>Effective</u> <u>July 1,</u> <u>2023</u>
Special Traffic Permit (§ 903)				
Base Permit Fee:	\$333	\$350	<u>\$362</u>	<u>\$374</u>
Daily Fee:	\$68	\$71	<u>\$73</u>	<u>\$75</u>
Late Fee:	\$374	\$393	<u>\$406</u>	<u>\$419</u>
Temporary Exclusive Use of Parking Meters (§ 904)				
Base Permit Fee: per 25 linear feet of construction frontage per day, including weekends and holidays:	\$16	\$16.50	<u>\$17</u>	<u>\$18</u>
Residential Area Parking Permit (§ 905)				
Motorcycle (Annual)	\$113	\$119	<u>\$83</u>	<u>\$85</u>
Motorcycle (Less than 6 months)	\$57	\$60	<u>\$41</u>	<u>\$43</u>
Resident/Business/School/Fire Station/Foreign Consulate/Medical & Childcare Provider Base Permit Fee:				
(1 year):	\$152	\$160	<u>\$165</u>	<u>\$170</u>
(Less than 6 months):	\$75	\$79	<u>\$82</u>	<u>\$86</u>
Permit Transfer:	\$25	\$26	<u>\$27</u>	<u>\$28</u>
1-Day Flex Permit (purchased within one calendar year):				
1-5 permits	\$7 each	\$7 each	<u>\$7 each</u>	<u>\$7each</u>

6-15 permits	permit \$9 each permit	permit \$9 each permit	<u>permit</u> <u>\$9 each</u> <u>permit</u>	<u>permit</u> <u>\$9 each</u> <u>permit</u>
16-20 permits	\$14 each permit	\$15 each permit	<u>\$15</u> <u>each</u> <u>permit</u>	<u>\$15 each</u> <u>permit</u>
Short-Term Permits				
2 weeks:	\$54	\$57	<u>\$59</u>	<u>\$61</u>
4 weeks:	\$77	\$81	<u>\$84</u>	<u>\$87</u>
6 weeks:	\$99	\$104	<u>\$107</u>	<u>\$111</u>
8 weeks:	\$129	\$135	<u>\$139</u>	<u>\$144</u>
Contractor Permit (§ 906)				
Base Permit Fee				
Annual/Renewal:	\$2,104	\$2,169	<u>\$2,210</u>	<u>\$2,340</u>
Less than 6 Months:	\$1,064	\$1,097	<u>\$1,105</u>	<u>\$1,170</u>
Permit Transfer Fee:	\$25	\$26	<u>\$26</u>	<u>\$27</u>
Vanpool Permit (§ 907)				
Base Permit Fee				
(per year):	\$152	\$160	<u>\$165</u>	<u>\$170</u>
(Less than 6 months):	\$75	\$79	<u>\$82</u>	<u>\$85</u>
Stationless Bicycle Share Program Permit (§ 909)				
Permit Application Fee	\$5,394	\$5,512	<u>\$5,692</u>	<u>\$5,873</u>
Annual/Renewal Fee	\$38,480	\$39,322	<u>\$40,604</u>	<u>\$41,898</u>
SFMTA Permit (§ 910)				
(Based on the annualized Parking Meter Use Fee)				
	\$3,380	\$3,640	<u>\$3,900</u>	<u>\$4,160</u>
On-Street Shared Vehicle Parking Permit (§ 911)				
Zone 1	\$130 per month	\$130 per month	<u>\$70 per</u> <u>month</u>	<u>\$72 per</u> <u>month</u>
Zone 2	\$75 per month	\$75 per month	<u>\$30 per</u> <u>month</u>	<u>\$31 per</u> <u>month</u>
Zone 3	\$20 per month	\$20 per month	<u>\$10 per</u> <u>month</u>	<u>\$10 per</u> <u>month</u>
On-Street Shared Electric Moped Parking Permit (§ 915)				
(1 Year)	\$100	\$100	<u>\$103</u>	<u>\$107</u>
(Less than 6 months):	\$50	\$50	<u>\$52</u>	<u>\$53</u>

Vehicle Press Permit (§ 912) Base Permit Fee: The permit fee shall only be increased pursuant to the Automatic Indexing Implementation Plan approved by the SFMTA Board of Directors.	\$70	\$72	\$74	\$77
Designated Shuttle Stop Use Permit (§ 914)	\$8.10	\$8.30	\$8.60	\$8.80
Farmer's Market Parking Permit (§ 801(c)(17)) Base Permit Fee (quarterly):	\$235	\$247	\$255	\$263
Temporary Street Closures Permits (Division I, Article 6)				
Neighborhood Block Party More than 120 days in advance: 90-120 days in advance: 60-89 days in advance: 30-59 days in advance: Fewer than 30 days in advance: <u>Fewer than 7 days in advance:</u>	\$50 \$75 \$100 \$150 \$300	\$50 \$75 \$100 \$150 \$300	\$50 \$50 \$100 \$200 \$325 \$500	\$52 \$52 \$110 \$225 \$350 \$600
Community Events More than 120 days in advance 90-120 days in advance 60-89 days in advance 30-59 days in advance 7-29 days in advance Fewer than 7 days in advance	\$100 \$150 \$200 \$250 \$300 \$500	\$100 \$150 \$200 \$250 \$500 \$750	\$150 \$150 \$225 \$275 \$550 \$1,000	\$150 \$150 \$250 \$300 \$550 \$1,000
Special Events More than 120 days in advance: 90-120 days in advance: 60-89 days in advance: 30-59 days in advance: Fewer than 30 days in advance: Fewer than 7 days in advance:	\$1,100 \$1,250 \$1,500 \$1,750 \$2,000 \$2,500	\$1,100 \$1,325 \$1,600 \$2,000 \$2,200 \$2,750	\$1,150 \$1,400 \$1,700 \$2,100 \$2,500 \$3,000	\$1,200 \$1,500 \$1,800 \$2,200 \$2,600 \$3,100
Bus Substitution Fee (Division I, Article 6.2(f))	\$38	\$39	\$41	\$42
Powered Scooter Share Program Permit (§916) Powered Scooter Share Program Annual/Renewal Permit Powered Scooter Share Program Permit	\$38,480 \$5,394	\$39,322 \$5,512	\$41,681 \$5,843	\$44,041 \$6,173

Application Fee				
Bike Rack Fee (per permitted device)	\$100	\$100	\$100	\$100

SEC. 905. RESIDENTIAL PARKING PERMIT.

(a) General Permit Requirements.

(1) The Director of Transportation shall issue a Residential Parking Permit for use by a specified vehicle upon receipt of a written application from a qualifying property resident. No more than one Parking permit shall be issued to each vehicle for which application is made.

(2) The Parking privileges of a Residential Parking Permit do not extend to any non-Electric ~~Vehicle~~ with a gross vehicle weight rating (GVWR) in excess of 6,000 pounds, any Electric Vehicle with a GVWR in excess of 8,000 pounds, or any trailer, trailer coach, utility trailer, or any other type of vehicle as defined in the California Vehicle Code, whether separate from or attached to a motor vehicle ~~displaying~~possessing a Residential Parking Permit.

(3) A Residential Parking Permit does not guarantee or reserve to the Permittee an on-street parking space within a Residential Parking Permit Area.

(4) A Residential Parking Permit may be issued to residents of a Residential Parking Permit Area for motor vehicles registered out-of-state, provided that the applicant documents the resident's active military duty status.

~~(5) Each Residential Parking Permit shall be valid until the date indicated on the permit.~~

~~(6) Each Residential Parking Permit shall visibly indicate the particular Residential Parking Permit Area and the license number of the vehicle for which it was issued.~~

(b) Permit Privileges.

(1) Any vehicle that ~~displays~~possesses a valid Residential Parking Permit shall be permitted to Park in the Residential Parking Permit Area for which the permit has been issued notwithstanding posted time restrictions, but is not exempt from Parking restrictions established pursuant to any authority other than this Section 905 except as set forth in subsection (b)(2).

(2) Any vehicle that ~~displays~~possesses a valid Residential Parking Permit shall be exempt from payment at on-street Parking Meters, as required by Division I, Section 7.2.23 (Payment of Parking Meter), located in a Residential Parking Permit Area where designated by the SFMTA with posted signs.

* * * *

(f) Designating, Rescinding, or Modifying Residential Parking Permit Areas. The SFMTA Board of Directors may, after a public hearing, designate, rescind, or modify a Residential Parking Permit Area in which vehicles ~~displaying~~possessing a valid Residential Parking Permit are exempt from specified Parking restrictions, including time restrictions, for Parking and the days and times of enforcement.

(1) The SFMTA, on its own initiative, may recommend that the SFMTA Board of Directors approve the designation, rescission, or modification of a Residential Parking Permit Area.

(2) Upon receipt of a petition on a form prescribed by the SFMTA by residents of at least 250 residential units, or residents living in 50% of the residential units, in the Residential Area proposed to be designated, established, or rescinded, the SFMTA shall direct surveys or studies as necessary to determine whether the Residential Area should be designated, rescinded, or modified.

* * * *

Section 2. Effective Date. This ordinance shall become effective 31 days after enactment. Enactment occurs when the San Francisco Municipal Transportation Agency Board of Directors approves this ordinance.

Section 3. Scope of Ordinance. In enacting this ordinance, the San Francisco Municipal Transportation Agency Board of Directors intends to amend only those words, phrases, paragraphs, subsections, sections, articles, numbers, letters, punctuation marks, charts, diagrams, or any other constituent parts of the Transportation Code that are explicitly shown in this

ordinance as additions or deletions in accordance with the "Note" that appears under the official title of the ordinance.

APPROVED AS TO FORM:
DAVID CHIU, City Attorney

By:
SUSAN CLEVELAND-KNOWLES
Deputy City Attorney

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

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

**Enclosure 2
Proposed Consolidated Budget**

Operating Budget Revenues and Expenditures

REVENUES (\$ million)

Revenue Category	FY 2023 Revised Budget	FY 2024 Revised Budget
Transit Fares	112.0	140.6
Operating Grants	189.1	193.3
Parking & Traffic Fees & Fines	261.3	282.0
Parking Tax In-Lieu	64.2	66.0
Taxi Services	0.2	0.2
Other (Advertising, Interest, Misc. Fees, Recoveries)	35.1	38.1
General Fund Transfers	421.2	452.0
Population Baseline (Operating Support)	30.0	30.0
Transit Development Fees (Operating Support)	10.0	10.0
Proposition D (Congestion Mitigation Tax)	7.9	10.2
Federal Relief	172.3	184.3
Use of Fund Balance	52.7	-
Operating Revenues Subtotal	1,356.1	1,406.9
Transfer to Capital	36.4	66.7
Total Revenue Appropriation	1,392.5	1,473.5

EXPENDITURES (\$ million)

Expenditure Category	FY 2023 Revised Budget	FY 2024 Revised Budget
Services Of Other Depts	100.9	107.9
Overhead & Allocations	(37.0)	(36.4)
Salaries and Fringe Benefits	947.4	983.5
Non-Personnel Services	247.1	249.4
Materials & Supplies	74.6	74.6
Debt Service	23.0	27.9
Capital Outlay	0.2	0.0
Operating Expenditures Subtotal	1,356.1	1,406.9
Transfer to Capital	36.4	66.7
Total Expenditure Appropriation	1,392.5	1,473.5

POSITIONS

Final position counts are to be determined, pending Board direction at the April 5, 2022 meeting.

Capital Budget Revenues and Expenditures

The FY 2023-2027 Capital Improvement Program (CIP) represents the culmination of the SFMTA’s efforts to strategically plan and prioritize capital and other one-time project activities from FY 2023 to FY 2027. The purpose of the FY 2023-2027 CIP is to develop a financially constrained five-year program of projects; develop an implementation tool of various plans and strategies, including the SFMTA Strategic Plan; prevent funding accessibility from being a barrier to project delivery; and build credibility with external funding agencies. Aligned with the SFMTA budget process, the FY 2023-2027 CIP is reviewed, updated, and reissued every two years.

On March 15, 2022, the SFMTA Board of Directors reviewed the FY 2023-2027 CIP that included a \$2.6 billion in revenues and expenditures on 158 projects.

FIVE-YEAR CIP (\$ thousands)

Capital Program (\$ in millions)	Capital Budget					FY23-27 CIP
	FY 23 Budget	FY24 Budget	FY 25 Budget	FY 26 Budget	FY 27 Budget	Total (Current)
Fleet	171.82	143.87	192.26	413.23	226.23	1,147.41
Transit Optimization	46.10	38.82	86.03	88.79	71.75	331.48
Transit Fixed Guideway	80.95	81.81	148.37	162.08	120.05	593.27
Streets	53.29	37.34	52.12	33.17	64.70	240.63
Facility	51.37	67.54	38.85	24.27	24.80	202.15
Signals	16.48	13.22	20.05	14.68	8.73	73.16
Communications & IT	0.96	3.29	3.00	6.58	0.27	14.09
Parking	0.00	0.00	0.00	0.00	0.00	0.00
Security	1.94	1.94	1.94	1.94	1.94	9.70
Taxi	0.65	0.35	0.35	0.73	0.53	2.28
Total	423.56	388.18	543.35	744.75	519.00	2,614.17

The SFMTA’s capital budget for Fiscal Years 2023 and 2024 are derived from the first two years of the FY 2023-2027 CIP. At the April 19 meeting, the Board will be asked to adopt the FY 2023-2027 CIP which will include all five years), including all funding sources anticipated for transportation investments.

The appropriation for the two-year capital budget totals \$423 million in FY 2023 and \$388 million in FY 2024.

Two-Year Capital Budget Projects

CIP ID	Project Name	FY23	FY24
FC000	Reserves	\$ 6,197,003	\$ -
FC050	New Castro Station Elevator	\$ 3,132,048	\$ 3,776,211
FC061	Facility Condition Assessment Implementation	\$ 3,149,103	\$ 2,297,121
FC066	1200 15th Street Renovation	\$ 13,522,738	\$ 18,789,311
FC068	Muni Metro East Expansion Phase II - MME & 1399 Marin	\$ 10,810,485	\$ 32,097,955
FC072	Presidio Facility Reconstruction	\$ 6,580,000	\$ -
FC074	Potrero Modernization	\$ 4,500,000	\$ 2,500,000
FCNEW	Embarcadero Station Rehabilitation	\$ 829,374	\$ 3,613,863
FCNEW	Green Car Wash Rehabilitation	\$ 836,914	\$ 1,270,543
FCNEW	Kirkland Yard Electrification	\$ 668,225	\$ 1,339,098
FCNEW	MME & Green VEMS (profile readers)	\$ 805,240	\$ 855,176
FCNEW	Woods Paint Booth Rehabilitation	\$ 339,300	\$ 1,000,000
FT000	Reserve Fleet	\$ 1,908,591	\$ 4,619,236
FT016	Non-Revenue Vehicle (NRV) SGR Program	\$ -	\$ 1,904,581
FT059	Light Rail Vehicle Fleet Replacement & Expansion	\$ 121,000,000	\$ 67,336,982
FT061	Vintage Streetcar Rehabilitations	\$ -	\$ 4,148,012
FT080	New Flyer Midlife Overhaul Phase I	\$ 20,983,707	\$ 34,742,408
FT082	40' Battery-Electric Bus (EV Bus) Pilot Procurement	\$ 5,662,044	\$ -
FT093	40' & 60' Motor Coach Replacement Procurement	\$ -	\$ 710,544
FT096	Fleet Contingency	\$ -	\$ 2,498,571
FT097	Double-Ended Streetcar Rehabilitations (2 Streetcars)	\$ 410,000	\$ 4,622,452
FT099	New Flyer Midlife Overhaul Phase I	\$ -	\$ -
	New Flyer Midlife Overhaul Phase II	\$ 13,493,231	\$ 2,788,274
FT104	Cable Car Vehicle Restorations	\$ 2,105,387	\$ -
FT110	60' Battery-Electric Bus (EV Bus) Pilot	\$ 1,939,306	\$ -
FT115	Paratransit Vehicle Replacement FY23 (20 Vehicles)	\$ 3,156,321	\$ -
FT116	Paratransit Vehicle Replacement FY24 (35 Vehicles)	\$ -	\$ 5,260,815

CIP ID	Project Name	FY23	FY24
FT120	Light Rail Vehicle Fleet Expansion	\$ -	\$ 8,667,210
FT121	LRV4 Door Programming Upgrades	\$ 720,000	\$ -
FT129	Axle Press & Horizontal Tire Press	\$ 39,747	\$ 2,020,000
FTNEW	Streetcar 233 Rehabilitation	\$ 270,027	\$ -
SGNEW	Accessible Pedestrian Signals FY24	\$ -	\$ 500,000
SGNEW	Conduit - CADA VL Workstation Refresh	\$ 225,000	\$ -
SGNEW	Conduit - Fleet Management System Platform	\$ -	\$ 100,000
SGNEW	Conduit - OrbCAD Server Virtualization	\$ 305,968	\$ 344,032
SCNEW	Cybersecurity Modernization	\$ -	\$ 400,000
SGNEW	Harris Core Network Infrastructure Upgrade	\$ -	\$ 1,050,000
SGNEW	Harris Radio - Market Street Infrastructure Refresh	\$ -	\$ 700,000
SGNEW	Harris Symphony Radio Console Operating System Refresh	\$ -	\$ 200,000
SC000	Security Reserve	\$ 1,939,052	\$ 1,939,052
SG000	Reserve Traffic Signals	\$ 2,048,831	\$ 4,336,306
SG011	City Coordination Opportunities: New Traffic Signals	\$ 300,000	\$ 300,000
SG015	Traffic Signal Visibility Upgrades	\$ 330,000	\$ 330,000
SG017	Program: Traffic Signal Hardware Replacement	\$ 358,000	\$ 302,000
SG018	Program: Traffic Sign Replacement	\$ 220,000	\$ 220,000
SG060	Contract 35: Traffic Signal Modifications	\$ 2,540,757	\$ 3,908,243
SG062	Contract 66: New Traffic Signals	\$ 6,175,000	\$ 1,575,000
SG063	Contract 36: Traffic Signal Modifications	\$ 938,747	\$ 204,344
SG072	3rd Street Video Detection Replacement Phase IV	\$ 67,610	\$ 141,898
SG106	Tenderloin Signal Upgrade	\$ 3,500,000	\$ -
ST000	Reserve Streets	\$ 1,244,200	\$ 860,576
ST025	Slow Streets Implementation	\$ 5,000,000	\$ 5,000,000
ST026	Program: Bicycle Traffic Signal Upgrades	\$ 1,050,000	\$ 1,050,000
ST028	Program: Traffic Calming Application-Based Local Streets Program	\$ 1,400,300	\$ 1,415,000

CIP ID	Project Name	FY23	FY24
ST038	Program: Community Response Implementation	\$ 550,000	\$ 750,000
ST040	Program: WalkFirst Quick & Effective Pedestrian Safety	\$ 772,000	\$ 772,000
ST041	Program: Bike Facility Maintenance: Delineators & Green Pavement	\$ 200,000	\$ 150,000
ST042	Program: Traffic Improvements Around Schools	\$ 1,300,000	\$ 1,300,000
ST043	Program: Proactive Local Traffic Calming Track	\$ 750,000	\$ 750,000
ST045	Program: Citywide Quick and Effective Bike Improvements	\$ 1,125,000	\$ 1,125,000
ST048	Program: Short-term Bike Parking	\$ 847,393	\$ 699,393
ST052	5th Street Corridor Improvements	\$ 1,400,000	\$ -
ST071	Page Street Neighborway (Webster to Stanyan)	\$ 400,000	\$ 1,655,000
ST080	Folsom Streetscape	\$ 5,822,913	\$ 2,458,420
ST122	Rectangular Rapid Flashing Beacons	\$ 750,000	\$ 798,000
ST158	Mission Street Excelsior	\$ 6,716,686	\$ -
ST165	Valencia Street Bikeway Implementation Plan	\$ 1,776,000	\$ 1,000,000
ST177	13th St Protected Bike Lanes	\$ 4,478,100	\$ -
ST181	Lake Merced Pedestrian Safety	\$ -	\$ 900,445
ST183	Ocean Avenue Safety Improvements	\$ 360,000	\$ -
ST185	Citywide Daylighting	\$ 520,795	\$ -
ST195	Bayview CBTP Implementation	\$ 4,380,000	\$ 1,500,000
ST197	Bayview CBTP Near Term Implementation	\$ 425,000	\$ -
ST203	Program: Annual Traffic Calming Removal and Replacement	\$ 111,770	\$ 117,207
ST235	Brannan Street Streetscape	\$ 240,000	\$ -
ST236	Business TDM	\$ -	\$ 200,000
ST240	Program: Citywide Vision Zero Quick Build	\$ 7,000,000	\$ 7,000,000
ST241	Program: Tenderloin Vision Zero Quick Build	\$ 1,441,000	\$ 1,441,000
ST243	Residents TDM	\$ -	\$ 200,000
ST246	Visitacion Valley CBTP	\$ -	\$ 1,708,420
ST248	Motorcycle Safety Education, Enforcement	\$ 91,288	\$ 91,288

CIP ID	Project Name	FY23	FY24
ST249	SF Existing Residents TDM Program	\$ 350,000	\$ -
ST250	Bike to Work Day	\$ 43,011	\$ 44,301
ST252	TDM for Tourists	\$ -	\$ 65,000
ST253	TDM: Bicycle Outreach and Education	\$ 103,000	\$ 106,090
ST254	Travel Decision Survey	\$ 150,000	\$ -
ST255	Place Based PLN Program (prev Context Sensitive Plan Prog)	\$ 150,000	\$ -
ST257	Comprehensive Employee TDM Program	\$ -	\$ 156,000
STNEW_1	Howard Streetscape	\$ 1,369,050	\$ 921,950
STNEW_5	Central Embarcadero Enhancement	\$ -	\$ 1,000,000
STNEW_9	South Embarcadero Enhancement	\$ 250,000	\$ 465,964
TA050	Alternative Fuel Vehicle Incentives Program	\$ -	\$ 196,644
TA051	Taxi Stand Expansion and Renovation	\$ -	\$ 30,178
TA056	Ramp Taxi Incentive Program	\$ 125,000	\$ 125,000
TA058	SFMTA Mobility Management	\$ 528,490	\$ -
TF000	Reserve Fixed Guideway	\$ 10,425,627	\$ 136,125
TF016	Subway Track Fastener & Rail Replacement State of Good Repair (SGR) Program	\$ 562,175	\$ 259,573
TF017	Traction Power State of Good Repair (SGR) Program	\$ 465,654	\$ -
TF022	Subway Fire Life Safety State of Good Repair (SGR) Program	\$ 215,000	\$ -
TF023	Subway Electrical Systems State of Good Repair (SGR) Program	\$ 860,103	\$ -
TF053	Cable Car Curved Track Replacement	\$ 13,095,857	\$ 3,482,143
TF071	San Jose Substation Phase I	\$ 1,500,000	\$ -
TF073	Metro Tunnel Special Trackwork	\$ 3,008,724	\$ 21,455,600
TF087	Track Support Structure Replacement	\$ 1,908,133	\$ -
TF090	Special Trackwork Replacement (3 Locations)	\$ 451,476	\$ -
TF107	Train Control System Upgrade	\$ 29,193,473	\$ 32,420,532
TF128	Subway Rail and Track Fastener Replacement	\$ 1,350,000	\$ 4,150,000

CIP ID	Project Name	FY23	FY24
TF130	Track Support Structure Replacement Phase III	\$ 770,000	\$ 4,800,000
TF132	Ultrasonic Rail Testing Phase III	\$ 303,053	\$ -
TF146	Cable Car Guideway SGR Program	\$ 543,351	\$ 1,217,860
TF147	Twin Peaks Tunnel Liner Spall Repairs	\$ 1,850,000	\$ 2,600,000
TF148	Rigid Traction Power Feasibility Study	\$ 1,205,432	\$ -
TF149	Subway Biennial Tunnel Inspection	\$ -	\$ 204,629
TF150	Subway Structural Repairs	\$ 1,000,000	\$ 1,000,000
TF152	Ultrasonic Rail Testing Phase 4	\$ -	\$ 60,644
TF157	Station Wayfinding Signage Upgrade Phase 2	\$ 800,268	\$ 1,355,286
TF158	Subway Substation Fire and Entry Alarm Replacement	\$ 78,146	\$ 198,010
TF159	Surface Substation Fire and Entry Alarm Replacement	\$ 56,408	\$ 339,623
TF160	Surface Special Trackwork Phase 1	\$ 323,600	\$ 1,065,360
TF161	Surface Trackwork: Ocean Howth and 280	\$ 95,100	\$ -
TF162	Subway GM4000A Switch Machine Replacement	\$ 1,117,000	\$ -
TF163	Backup Battery Replacement for 12 substations	\$ 242,000	\$ -
TF164	Surface GM4000A Switch Machine Replacement	\$ 428,800	\$ 68,200
TF165	Surface T3 Switch Machine Study	\$ 853,000	\$ -
TF166	Surface T3 Switch Machine Upgrade	\$ 2,452,000	\$ -
TF167	Signal Interlock Replacement Phase 2	\$ 664,125	\$ 836,875
TF175	Subway Station Main Switchgear and Panel Replacement	\$ 1,673,126	\$ 2,740,918
TF181	Civic Center Substation	\$ 1,712,072	\$ 1,671,242
TF200	Twin Peaks Tunnel Ballast Monitoring and Repairing	\$ 1,750,000	\$ 1,750,000
TO000	Reserve Transit Optimization	\$ 7,160,608	\$ 9,067,206
TO055	14 Mission: Downtown TPP	\$ 17,205,074	\$ -
TO070	27 Bryant: Transit Reliability Project	\$ 550,000	\$ 1,355,030
TO077	Transit Reliability Spot Improvements	\$ 1,054,033	\$ 1,099,589
TO081	Geary BRT Phase 2 (TO081)	\$ 787,463	\$ 1,633,635

CIP ID	Project Name	FY23	FY24
	Geary Phase 2	\$ 725,850	\$ 1,639,650
TO085	E/F Line Improvements: Extension to Aquatic Park	\$ 100,000	\$ -
TO198	Bus TSP	\$ 715,736	\$ 742,061
TO202	Geneva/San Jose M-Line Terminal	\$ 498,000	\$ 1,208,408
TO203	Bayshore Caltrain Station Upgrades	\$ -	\$ 2,000,000
TO205	Equity Strategy Improvements	\$ 90,000	\$ 90,000
TO208	30 Stockton: 3rd Street Transit Priority Project (TPP)	\$ -	\$ 3,457,126
TO211	J Church	\$ 3,619,003	\$ -
TO212	K Ingleside TPP	\$ -	\$ 1,846,895
TO213	M Oceanview TPP	\$ 1,182,843	\$ 2,277,157
TO214	N Judah: Judah Street TPP	\$ 248,960	\$ 1,940,000
TO215	E/F Line Improvements: Fisherman's Wharf Relocation	\$ 1,450,000	\$ -
TO222	29 Sunset Muni Forward	\$ -	\$ 8,592,772
TO223	Powell Street Plaza & Transit Reliability Improvements	\$ 4,940,000	\$ -
TO227	Transbay Transit Center Traction Power Upgrade	\$ 1,600,000	\$ -
TO228	Transit Collision Reduction Spots Improvements	\$ -	\$ 200,000
TO229	N Judah: Judah Street Quick Build	\$ 3,165,888	\$ -
TONEW	Bayview Community Shuttle	\$ 1,451,396	\$ 3,191,396
TONEW	Bus Stop Lighting	\$ 282,980	\$ 113,990
Grand Total		\$ 423,560,000	\$ 388,180,000

Enclosure 3

Consolidated Muni Fare Pricing and Policies

This document serves as a comprehensive overview of all fare policies and pricing for Municipal Railway service (Muni).

BASIC FARE TABLE

FARE DESCRIPTION	PAYMENT METHOD	FY22	FY 2023	FY 2024
Full Fare Single Ride	Clipper/MuniMobile	\$2.50	\$2.50	\$2.50
Full Fare Single Ride	Farebox/Limited Use Ticket	\$3.00	\$3.00	\$3.00
Senior/People with Disabilities Single Ride	Clipper/MuniMobile	\$1.25	\$1.25	\$1.25
Senior/People with Disabilities Single Ride	Farebox/Limited Use Ticket	\$1.50	\$1.50	\$1.50
Lifeline Single Ride Fare	Clipper	\$1.25	\$1.25	\$1.25
Youth/Individuals experiencing homelessness Fare (Single Ride/Monthly Pass)	All	N/A	N/A	N/A
One-Day Pass (No Cable Car)	MuniMobile/Farebox	\$5.00	\$5.00	\$5.00
Adult "M" Monthly Pass	Clipper	\$81	\$81	\$81
Adult "A" Monthly Pass (+ BART within SF)	Clipper	\$98	\$98	\$98
Senior/People with Disabilities Monthly Pass	Clipper	\$40	\$40	\$40
Lifeline Monthly Pass	Limited Locations	\$40	\$40	\$40
Cable Car Single Ride	All	\$8.00	\$8.00	\$8.00
Cable Car Discount Single Ride	MuniMobile	N/A	N/A	N/A
Off-Peak Cable Car Fare (Seniors/People with Disabilities) from 9:00 p.m. to 7:00 a.m.	On-Board	\$4.00	\$4.00	\$4.00
One Day Passport	MuniMobile	\$13	\$13	\$13
Three Day Passport	MuniMobile	\$31	\$31	\$31
Seven Day Passport	MuniMobile	\$41	\$41	\$41
One Day Passport	Clipper/Sales Kiosk/Third-Party	\$24	\$24	\$24
Three Day Passport	Clipper/Sales Kiosk/Third-Party	\$36	\$36	\$36

FARE DESCRIPTION	PAYMENT METHOD	FY22	FY 2023	FY 2024
Seven Day Passport	Clipper/Sales Kiosk/Third-Party	\$47	\$47	\$47
Paratransit Van Services	Cash/Pre-Paid Ticket/MuniMobile	\$2.50	\$2.50	\$2.50
Paratransit Taxi Services	Paratransit Debit Card	\$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. Three-dollar initial card fee (free for Reduced Fare categories). Value may be added at Clipper retail locations, online or from ticket vending machines in Muni Metro stations. Five-dollar fee for replacement cards.
2. MuniMobile– Online application available on mobile phones to pre-pay fares. Application may be downloaded at 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. 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 – Adults aged 19 to 64 years of age.
2. REDUCED FARE –A customer may qualify for the Reduced Fare by meeting or possessing one of the requirements below. Proof of age or appropriate identification is required when requested by an operator or fare inspector. For use on Clipper, special application requirements apply (www.clippercard.com).
 - a. Senior – 65 years of age or older.
 - b. 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 – Customers at or below 200% of poverty. Application and

certification requirements apply (www.sfmta.com/lifeline).

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).
5. FREE FARE – The individuals and members of groups listed below are eligible to ride Muni for free:
 - a. Children/Youth under 19 years old.
 - b. 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)
 - c. Individuals experiencing homelessness as certified by the Department of Homelessness and Supportive Services.
 - d. San Francisco Police and Sheriff Deputies presenting a regulation seven-pointed star and in full uniform.
 - e. Active employees of the SFMTA.
 - f. Dependents of active full-time SFMTA TWU Local 250A employees.
 - g. SFMTA TWU Local 250A retirees.

FARES AND PRODUCTS

1. SINGLE RIDE – Single ride fares are valid for unlimited travel for 120 minutes 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) – Calendar month pass valid for unlimited travel on all Muni service until 11:59 p.m. on the third day of the following month.
4. “A” MONTHLY PASS (Muni + BART within San Francisco) – Calendar month pass valid for unlimited travel on all Muni service until 11:59 p.m. on the third day of the following month and BART service within San Francisco until the last day of the pass 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.

9. 10 TRIP PASS – Advanced purchase pass valid for 10 trips on regular Muni service. Authorized for a six-month pilot on MuniMobile after which a Title VI Fare Equity Analysis required for board approval.
10. MONTHLY SINGLE RIDE FARE CAPPING – Customers purchasing single ride trips will receive the benefit of unlimited trips on Muni after using the equivalent number of rides to a standard monthly pass. Authorized for a six-month pilot on MuniMobile after which a Title VI Fare Equity Analysis required for board approval.

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 fifty-percent discount.

- TOKENS (BAGS OF 10) – Each equivalent to one full fare pre-paid single ride fare.
- 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 specified time limits 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.
3. SAMTRANS ROUTE 122 Pass – Pass holders eligible for free access to board and alight SamTrans Route 122 within the City and County of San Francisco.
4. REGIONAL INSTITUTIONAL PASS PROGRAM – Multi-agency pass program authorizing unlimited travel on all transit agencies participating in the Clipper program and under agreement with the Metropolitan Transportation Commission. Program subject to cost sharing agreement between all transit agencies and Title VI equity analysis.

SPECIAL FARES

1. NEW YEAR'S EVE – Free service provided from 8 p.m. December 31st through 5 a.m. January 1st 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.

SPECIAL PROMOTIONAL FARES - The Director of Transportation is authorized to approve the establishment of short-term promotional fares up to six months to support community requests or respond to public health or safety emergencies.

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 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 PROGRAM

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 fare media item sold and \$1.50 for transit maps.

BULK DISCOUNT

The following bulk rate discounts shall be applied to purchases of available fare media:

- 1) 10% - 100 to 499 items
- 2) 15% - 500 to 999 items
- 3) 20% - 1,000 and above

Bulk rate purchases are non-refundable.

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 the 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:

Fare/Product	Pricing Formula
Reduced/Low-Income Fares & Products	< Fifty-percent of Full Fare single ride/monthly pass
“A” Pass Premium	“M” monthly pass fare + 20%
One Day Passport (Pre-Paid)	One Cable Car + two Full Fare
Three Day Passport (Pre-Paid)	Two Cable Car + six Full Fare
Seven Day Passport (Pre-Paid)	Two Cable Car + ten Full Fare
Day Pass	Two Full Fare

EFFECTIVE DATE

Fare changes to non pre-paid 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.

Enclosure 5

Changes to Fees, Fine and Charges

Cost Recovery Fees

All cost recovery fees are calculated based on a cost recovery methodology in which revenues from fees may not exceed the sum labor and non-labor costs for the SFMTA to provide each program, per California 1996 Proposition 218 and California Constitution Article XIII C-D.

Cost recovery program labor costs were calculated by surveying the total staff hours utilized to run each program in FYs 2019-2021; these total staff hours were used as the basis to project labor costs for FY 2023 and FY 2024. Labor costs, benefits, and overhead costs were increased according to SFMTA's labor agreements or CPI where agreements are being negotiated. Program costs also account for any known programmatic or policy changes where it is reasonable to assume that these changes will lead to increased or decreased costs. AIIP is applied to select cost recovery programs to increase fees at a rate no higher than increased costs to the agency, in order to meet SFMTA's policy goals.

Non-labor costs were determined based on existing contracts and prior year materials expenses.

Revenues were projected based on FY 2019-2021 service-unit actuals multiplied by the proposed fees, accounting for programmatic and policy changes, and historical trends where it is reasonable to assume that these changes will lead to increased revenues.

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 31 residential parking permit areas in the City. 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.

Residential Parking Permits	Current Fee	FY 2023 Proposed	FY 2024 Proposed
Motorcycle (Annual)	\$119	\$83	\$85
Motorcycle (Six-Months)	\$60	\$41	\$43
Resident/Business/Commercial Vehicle/School/Fire Station/Foreign Consulate/Medical & Childcare Provider (Annual)	\$160	\$165	\$170
Resident/Business/Commercial Vehicle/School/Fire Station/Foreign Consulate/Medical & Childcare Provider (Six months or less)	\$79	\$82	\$86
1- Day Flex Permit (price per permit for permits 1-5 purchased in a year)	\$7	\$7	\$7

Residential Parking Permits	Current Fee	FY 2023 Proposed	FY 2024 Proposed
1- Day Flex Permit (price per permit for permits 6-15 purchased in a year)	\$9	\$9	\$9
1- Day Flex Permit (price per permit for permits 16-20 purchased in a year)	\$15	\$15	\$15
Temporary/Visitor (2 weeks)	\$57	\$59	\$61
Temporary/Visitor (4 weeks)	\$81	\$84	\$87
Temporary/Visitor (6 weeks)	\$104	\$107	\$111
Temporary/Visitor (8 weeks)	\$135	\$139	\$144
Permit Transfer	\$26	\$26	\$27
Vanpool Permit-One Year	\$160	\$165	\$170
Vanpool Permit-Less than 6 Months	\$79	\$82	\$85
Farmer's Permit (quarterly)	\$247	\$255	\$263

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.

Contractor Parking Permits	Current Fee	FY 2023 Proposed	FY 2024 Proposed
Contractor (Annual/Renewal – full rate)	\$2,169	\$2,210	\$2,340
Contractor (6 months)	\$1,097	\$2,105	\$2,170
Contractor Permit Transfer	\$26	\$26	\$27

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.

Color Curb Program White or Green Zones	Current Fee	FY 2023 Proposed	FY 2024 Proposed
White Zones, Green Zones, or General Loading Zones (“No Parking Zones”): Application Fee: Flat Rate All Lengths	\$775	\$825	\$850
White Zones, Green Zones, or General Loading Zones (“No	Per 22 linear feet or fraction	Per 22 linear feet or fraction	Per 22 linear feet or fraction

Color Curb Program White or Green Zones	Current Fee	FY 2023 Proposed	FY 2024 Proposed
Parking Zones”): Initial Installation Fee and Renewal Fee Every 2 Years After Installation	thereof: \$525 Maximum: \$2500	thereof: \$555 Maximum: \$2500	thereof: \$575 Maximum: \$2875
Driveway Red Zone: Application Fee	\$255	\$350	\$385
Driveway Red Zone: Painting Fee - per 6 linear feet or fraction thereof	\$230	\$300	\$330
No Parking Zone: Applicant More Than 1,000 Feet Away - Application Fee	N/A	\$4,500	\$4,650
No Parking Zone: Applicant More Than 1,000 Feet Away - Initial Installation Fee and Renewal Fee Every 2 Years After Installation: 0-22 feet	N/A	\$2,200	\$2,275
No Parking Zone: Applicant More Than 1,000 Feet Away - Initial Installation Fee and Renewal Fee Every 2 Years After Installation: 23-44 feet	N/A	\$4,400	\$4,550
No Parking Zone: Applicant More Than 1,000 Feet Away - Initial Installation Fee and Renewal Fee Every 2 Years After Installation: 45-66 feet	N/A	\$6,600	\$6,820
No Parking Zone: Applicant More Than 1,000 Feet Away - Initial Installation Fee and Renewal Fee Every 2 Years After Installation: 45-66 feet	N/A	\$8,800	\$9,100
No Parking Zone: Applicant More Than 1,000 Feet Away - Initial Installation Fee and Renewal Fee Every 2 Years After Installation: 89+ feet	N/A	\$11,000	\$11,370

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.

Temporary Street Closure Fees	Current Fee	FY 2023 Proposed	FY 2024 Proposed
Neighborhood Block Party			
More than 120 days in advance	\$50	\$50	\$52
90-120 days in advance	\$75	\$50	\$52
60-89 days in advance	\$100	\$100	\$110
30-59 days in advance	\$150	\$200	\$225
7-29 days in advance	\$350	\$325	\$350
Fewer than 7 days in advance	\$350	\$500	\$600
Community Events			
More than 120 days in advance	\$100	\$150	\$150
90-120 days in advance	\$150	\$150	\$150
60-89 days in advance	\$200	\$225	\$250
30-59 days in advance	\$300	\$275	\$300
7-29 days in advance	\$500	\$550	\$550
Fewer than 7 days in advance	\$750	\$1,000	\$1,000
Special Events			
More than 120 days in advance	\$1,100	\$1,150	\$1,200
90-120 days in advance	\$1,325	\$1,400	\$1,500
60-89 days in advance	\$1,600	\$1,700	\$1,800
30-59 days in advance	\$2,000	\$2,100	\$2,200
7-29 days in advance	\$2,200	\$2,500	\$2,600
Fewer than 7 days in advance	\$2,750	\$3,000	\$3,100

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. 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.

Special Traffic Permits	Current Fee	FY 2023 Proposed	FY 2024 Proposed
Base Permit Processing	\$350	\$362	\$374
Daily Fee	\$71	\$73	\$75
Late Fee	\$393	\$406	\$419

Community Service Program: JBR Partners, a third-party agency 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 covers the administrative costs of processing the contract with the customer, referral to the JBR office, and the processing of work credits by JBR.

Community Service Plan*	Current Fee	FY 2023 Proposed	FY 2024 Proposed
Community Service Plan \$300 or less Owed	\$27	\$27	\$27
Community Service Plan \$301 to \$600 Owed	\$54	\$54	\$54
Community Service Plan \$601 to \$1,000 Owed	\$79	\$79	\$79

*One fee waiver per year for low income customers.

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 Boot Removal Program. The standard boot removal fee is being decreased in FY 2023 based on operational efficiencies and policy changes.

Description	Current Fee	FY 2023 Proposed	FY 2024 Proposed
Standard Boot Removal Fee	\$550	\$495	\$505
Low Income Boot Removal Fee	\$75	\$75	\$75
One-Time Waiver Boot Removal Fee – Individuals Experiencing Homelessness	\$0	\$0	\$0

Towing and Storage Fees: The SFMTA contracts with a third-party service provider, Tegsco llc. to provide citywide vehicle towing services. The SFMTA charges towing and storage fees to recover the agency’s costs related to the removal, storage, sale, and release of towed vehicles. The minimum fees the SFMTA charges to recover a towed vehicle are the Administrative Fee and Base Tow Fee.

The administrative fee recovers the SFMTA’s internal labor costs for administering the vehicle towing program. The towing fee recovers the cost of the SFMTA’s Auto Return contract. The storage fee recovers the cost of real estate rental for both of the SFMTA tow yards. Auction and lien fees recover the cost of administering vehicle auctions and liens.

The SFMTA proposes to maintain existing discounts and waivers for people with low-incomes and experiencing homelessness. In addition, the agency proposes to increase the storage fee waiver for people experiencing homelessness from 15 days to 30 days.

Administrative Fees:

Description	Current Fee	FY 2023 Proposed	FY 2024 Proposed
SFMTA Administrative Fee (Low Income)	\$0	\$0	\$0
SFMTA Administrative Fee (First Time Towed)	\$275	\$284	\$293
SFMTA Administrative Fee (After First Time Towed for All)	\$325	\$336	\$347

Towing Fees:

Description	Current Fee	FY 2023 Proposed	FY 2024 Proposed
Tow Fee (Light Duty)	\$268	\$277	\$286
Tow Fee (Medium Duty)	\$268	\$277	\$286
Tow Fee (Heavy Duty)	\$268	\$277	\$286
One-Time Tow Fee Waiver for People Certified as Experiencing Homelessness	\$0	\$0	\$0
Tow Fee (Low-Income)	\$100	\$100	\$100
Dolly	\$47	\$49	\$51

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

Description	Current Fee	FY 2023 Proposed	FY 2024 Proposed
Storage Fee – Motorcycles/Scooters – first 24 hours or part thereof	\$22	\$23	\$24
Storage Fee – Motorcycles/Scooters – every full calendar day (or part thereof) following the first 24 hours	\$27	\$28	\$29
Storage Fee – Passenger/Light/Duty Vehicles (other than motorcycles/scooters) first 24 hours or part thereof	\$58	\$60	\$62
Storage Fee – Light Duty Vehicles (other than motorcycles/scooters) every full calendar day (or part thereof) following the first 24 hours	\$69.50	\$72	\$74
Storage Fee – Medium Duty Vehicles – first 24 hours or part thereof	\$80.50	\$83	\$86
Storage Fee – Medium Duty Vehicles – every full calendar day (or part thereof) following the first 24 hours	\$96	\$99	\$102

Description	Current Fee	FY 2023 Proposed	FY 2024 Proposed
Storage Fee – Heavy Duty Vehicles – first 24 hours or part thereof	\$118	\$122	\$126
Storage Fee – Heavy Duty Vehicles – every full calendar day (or part thereof) following the first 24 hours	\$142	\$147	\$152

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

Description	Current Fee	FY 2023 Proposed	FY 2024 Proposed
\$0 - \$249.99	\$45	\$46	\$48
\$250 - \$499.99	\$75	\$77	\$80
\$500 - \$999.99	\$150	\$155	\$160
\$1,000 - \$1,499.99	\$250	\$258	\$267
\$1,500 - \$1,999.99	\$350	\$362	\$374
\$2,000 - \$2,499.99	\$450	\$465	\$480
\$2,500 - \$4,999.99	\$750	\$775	\$801
\$5,000 and above	\$1,000	\$1,033	\$1,067

Lien Fees:

Description	Current Fee	FY 2023 Proposed	FY 2024 Proposed
Vehicles valued at \$4000 or less - Initiation of lien after 72 Hours	\$35	\$36	\$37
Vehicles valued at \$4000 or less – Completion of lien	\$35	\$36	\$37
Vehicles valued at more than \$4000 - Initiation of lien after 72 Hours	\$50	\$52	\$54
Vehicles valued at more than \$4000 – Completion of lien	\$50	\$52	\$54

Tow-Backs:

Description	Current Fee	FY 2023	FY 2024
Tow-back service	\$268	\$277	\$286

Special Collection Fee: These are fees assessed to delinquent parking citation collections. Late penalties are frozen for FY 2023 and FY 2024. The Special Collections fee covers the cost of administering the program by the Treasurer’s Tax Collector office, supported by SFMTA staff.

Description	Current Fee	FY 2023 Proposed	FY 2024 Proposed
After the 1 st payment due date	\$38	\$38	\$38
After the 2 nd payment due date	\$53	\$53	\$53
Special Collection Fee - after the 2 nd payment due date	\$40	\$40	\$40

Commuter Shuttle: Fee per stop charged to shuttles authorized by permit to use Muni bus stops. This fee will will increase based on AIIP.

Description	Current Fee	FY 2023 Proposed	FY 2024 Proposed
Commuter Shuttle	\$8.30	\$8.60	\$8.80

Temporary Exclusive Use of Parking Meter fee (Section 904): Fee charged to contractors and building owners when they privately occupy a metered parking space, making it unavailable for public use and taking it out of revenue service. It is also used to calculate the Contractor Parking Permit and Parking Meter Removal and Relocation fees.

Description	Current Fee	FY 2023 Proposed	FY 2024 Proposed
Temporary Exclusive Use of Parking Meter Fee	\$16.50	\$17	\$18

Parking Meter Use fee (Section 312): Fee charged to cover lost revenue from making a parking meter unavailable for public parking. Also used to calculate the City Vehicle Parking Permit and other fees which factor the revenue lost from parking meter removal. The Parking Meter Use Fee is based on the citywide average revenue of a parking meter in the prior fiscal year.

Description	Current Fee	FY 2023 Proposed	FY 2024 Proposed
Parking Meter Use Fee per day per Meter	\$14	\$15	\$16

SFMTA Parking Permit Fee: SFMTA charges this parking permit fee to 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.

Description	Current Fee	FY 2023 Proposed	FY 2024 Proposed
SFMTA Parking Permit Fee	\$3,640	\$3,900	\$4,160

Vehicle Press Parking Permit: Fee charged to members of the press who have been approved by the SFPD to receive a press parking permit. This fee is capped by state law.

Description	Current Fee	FY 2023 Proposed	FY 2024 Proposed
Vehicle Press Permit	\$72	\$74	\$77

Signs and Parking Space Removal/Relocation Fee: Fee charged to reimburse the SFMTA for costs incurred for the removal or relocation of SFMTA signs and poles due to projects related to tree planting, sidewalk widening or reconstruction, new commercial or residential developments, or other projects which require the removal or relocation of SFMTA signs or poles.

Description	Current Fee	FY 2023 Proposed	FY 2024 Proposed
(Establish) Parking Space for temporary relocation of colored curb zones	\$740	\$764	\$789

Temporary No-Parking Sign Posting Fee: This fee is to reimburse the SFMTA for costs incurred for posting temporary no-parking signs for Special Events, Film Production, and Residential or Commercial Moves based on the number of signs posted. 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.

The Temporary Signage Posting Fees will increase based on cost recovery due to increased labor costs.

Description	Current Fee	FY 2023 Proposed	FY 2024 Proposed
Application filed 14 days before an event approved by ISCOTT			
1-4 Signs	\$302	\$312	\$322
5-9 Signs	\$404	\$417	\$431
10-15 Signs	\$504	\$521	\$538
16-21 Signs	\$606	\$626	\$647
22-28 Signs	\$705	\$728	\$752
29-35 Signs	\$807	\$834	\$861
36-43 Signs	\$908	\$938	\$969
44-51 Signs	\$1,010	\$1,043	\$1,078
52 or More Signs	\$17 for each additional sign	\$18 for each additional sign	\$18 for each additional sign
Self-Posting Fee for Special Events	\$10 per sign	\$10 per sign	\$11 per sign

Description	Current Fee	FY 2023 Proposed	FY 2024 Proposed
Application filed 13 or fewer days before an event approved by ISCOTT			
1-4 Signs	\$421	\$435	\$449
5-9 Signs	\$522	\$539	\$557
10-15 Signs	\$623	\$644	\$665
16-21 Signs	\$724	\$748	\$773
22-28 Signs	\$824	\$851	\$879
29-35 Signs	\$925	\$956	\$987
36-43 Signs	\$1,027	\$1,061	\$1,096
44-51 Signs	\$1,128	\$1,165	\$1,204
52 or More Signs	\$17 for each additional sign	\$18 for each additional sign	\$18 for each additional sign
Self-Posting Fee for Special Events	\$10 per sign	\$10 per sign	\$11 per sign
Application Filed for 311 Temporary Signs (Up to 3 Days)			
1-4 Signs	\$310	\$315	\$310
5-9 Signs	\$412	\$426	\$412
10-15 Signs	\$518	\$535	\$518
16-21 Signs	\$622	\$643	\$622
22-28 Signs	\$723	\$747	\$723
29-35 Signs	\$828	\$855	\$828
36-43 Signs	\$930	\$961	\$930
44-51 Signs	\$1,035	\$1,069	\$1,035
52 or More Signs	\$17 for each additional sign	\$18 for each additional sign	\$18 for each additional sign
Application Filed for 311 Temporary Signs Additional Fee (4 to 7 days)	\$54	\$56	\$58
Design Change Fee	\$54	\$56	\$58
Self-Posting Fee	\$10 per sign	\$10 per sign	\$11 per sign

On-Street Shared Vehicle 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 2023 Proposed	FY 2024 Proposed
On-Street Shared Vehicle Permit – Zone 1	\$130	\$70	\$72

Description	Current Monthly Fee	FY 2023 Proposed	FY 2024 Proposed
On-Street Shared Vehicle Permit – Zone 2	\$75	\$30	\$31
On-Street Shared Vehicle Permit – Zone 3	\$20	\$10	\$10

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.

Description	Current Fee	FY 2023 Proposed	FY 2024 Proposed
Annual	\$100	\$103	\$107
6-Months	\$50	\$52	\$53

Motor Coach Substitution: Fee charged to events which require rerouting of trolley bus service due to street closure, substitution to motor coach.

The Motor Coach Substitution Fee will increase based on cost recovery due to increased labor costs, according to AIPP.

Description	Current Fee	FY 2023 Proposed	FY 2024 Proposed
Motor Coach Substitution	\$39	\$41	\$42

Citywide Demand-Responsive Parking Pricing: Demand-responsive pricing uses price to manage parking availability, opening spaces and reducing circling and double-parking; it encourages drivers to park in underused areas and garages, reducing demand in overused areas. It applies to rates for parking meters located anywhere within the boundaries of the City and County of San Francisco not under the jurisdiction of the Port of San Francisco, the Recreation and Park Department, the Golden Gate National Recreation Area, the Presidio of San Francisco, or the Treasure Island Development Authority.

Rates are currently set between \$0.50 an hour and \$10 an hour. Within that range, the rates may be adjusted periodically based on vehicle occupancy on any block or set of blocks during the hours of parking meter operation according to the following criteria: (a) if occupancy is 80% or above, rates will be increased by \$0.25 per hour; (b) if occupancy is 60% or above but below 80%, rates will not be changed; (c) if occupancy is below 60%, rates will be lowered by \$0.25 per hour. Rates shall be adjusted for any particular block or set of blocks not more than once every 28 days.

While no blocks have reached the \$10 cap because of the pause of demand-responsive pricing adjustments during the COVID, about one percent of blocks with the highest demand are at \$9.50 and, given the continued high demand, will soon reach the \$10 cap. Once those blocks

reach the cap, SFMTA’s ability to manage parking availability will be curtailed. Raising the parking meter demand-responsive rate cap to \$11 in FY 2023 and \$12 in FY 2024 will enable SFMTA’s continued management of parking demand and availability in the most-used parking blocks, while reducing congestion and encouraging use of alternative transportation modes.

Description	Current Band	FY 2023 Proposed	FY 2024 Proposed
Citywide Variable Parking Meter Rates	\$0.50-\$10	\$0.50-\$11	\$0.50-\$12

Non-Standard Vehicle Permit Fees: 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.

The Non-Standard Vehicle Permit Fees will based on cost recovery due to increased labor costs.

Description	Current Fee	FY 2023 Proposed	FY 2024 Proposed
Permit Application Fee*	\$5,370	\$5,547	\$5,730
Annual Fee			
1 to 5 Vehicles	\$10,740	\$11,094	\$11,460
6 to 25 Vehicles	\$26,850	\$27,736	\$28,651
26 to 50 Vehicles	\$53,700	\$55,472	\$57,303
50 to 100 Vehicles	\$96,660	\$99,850	\$103,145
100 to 150 Vehicles	\$198,690	\$205,247	\$212,020
151 to 250 Vehicles	\$257,760	\$266,266	\$275,053

* 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 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.

The Planning/Development Transportation Analysis Review Fee will increase based on the AIIP.

Description	Current Fee	FY 2023 Proposed	FY 2024 Proposed
Fee per Case-Transportation Review	\$32,760	\$33,841	\$34,958
Fee per Case-Site Circulation Review	\$5,720	\$5,909	\$6,104

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.

The Development Project Review Fee will increase based on the AIIP.

Description	Current Fee	FY 2023 Proposed	FY 2024 Proposed
Fee per Case	\$1,300	\$1,343	\$1,387

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.

The Stationless Bicycle Share Program Permit fees will increase based on the AIIP.

Description	Current Fee	FY 2023 Proposed	FY 2024 Proposed
Permit Application Fee			
Application	\$5,512	\$5,692	\$5,873
Annual / Renewal Fee			
Annual/Renewal Fee	\$39,322	\$40,604	\$41,898

Powered Scooter Share Program Permit: Powered Scooter Share Operators are required to obtain this permit to offer Powered Shared Scooters 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.

The Powered Scooter Share Program Permit fees will increase based on the AIIP.

Description	Current Fee	FY 2023 Proposed	FY 2024 Proposed
Permit Application Fee			

Description	Current Fee	FY 2023 Proposed	FY 2024 Proposed
Application	\$5,512	\$5,843	\$6,173
Annual / Renewal Fee			
Annual/Renewal Fee	\$39,322	\$41,681	\$44,041
Public Property Repair and Maintenance Endowment	\$2,500	\$2,500	\$2,500

Intellectual Property License Fees

State law provides an exception from cost recovery requirements for real estate, real property rental, and franchise fees. Although these fees may be analyzed using a cost recovery methodology, fees in excess of cost recovery are permissible. Notwithstanding this exception, SFMTA staff used a cost recovery analyses to understand whether these fees are generating sufficient revenue or being subsidized by other SFMTA revenues.

Intellectual Property License Fee (Film Permits) (e.g. for films, TV shows, ads featuring SFMTA) - fees 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 proposing to eliminate the applicable fees for non-profits and government agencies which will be exempt from any fees.)

The Intellectual Property License Fees will increase based on cost recovery due to increased labor costs.

Description	Current Fee	FY 2023 Proposed	FY 2024 Proposed
Television Series/Movie/Pilot/ Documentary based on the project's budget (in excess of \$500,000) submitted to the Film Commission	\$1,499	\$1,550	\$1,600
Television Series/ Movie/Pilot/Documentary based on the project's budget (between \$100,000 and \$500,000) submitted to the Film Commission	\$750	\$775	\$800
Television Series/Movie/Pilot/ Documentary based the project's budget (less than \$100,000) submitted to the Film Commission	\$375	\$387	\$400
Commercials	\$750	\$775	\$800
Still Photography/ Corporate/MusicVideo/ Industrial/Web Content/Short (40 minutes or less)	\$375	\$387	\$400
Travel shows promoting San Francisco, as determined by the Film Commission.	\$107	\$111	\$115

Description	Current Fee	FY 2023 Proposed	FY 2024 Proposed
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	\$62	\$64	\$66
By qualified Non-Profit or Government Agency (or Public Service Announcement) as determined by the Film Commission	\$0	\$0	\$0

Citations and Fines

Fines have been adjusted based on the SFMTA's AIIP, except where fine levels are at the state mandated maximum and/or expressly set through other state law.

PEDESTRIANS AND SIDEWALKS

TRANSPORTATION CODE SECTION	DESCRIPTION	Current Fine Amount	FY 2023 Proposed	FY 2024 Proposed
Div I 7.2.10	Pedestrian Crossings	\$77	\$80	\$83
Div I 7.2.11	Electric Assistive Personal Mobility Devices	\$100	\$103	\$106
Div I 7.2.12	Bicycle Riding Restricted	\$100	\$103	\$106
Div I 7.2.13	NUV Violation	\$100	\$103	\$106

ON-STREET PARKING

TRANSPORTATION CODE SECTION	DESCRIPTION	Current Fine Amount	FY 2023 Proposed	FY 2024 Proposed
Div I 7.2.20	Residential Parking	\$96	\$99	\$102
Div I 7.2.22	Street Cleaning	\$84	\$87	\$90
Div I 7.2.23(a)	Parking Meter- Downtown Core	\$95	\$98	\$101
Div I 7.2.23(b)	Parking Meter- Outside Downtown Core	\$86	\$89	\$92
Div I 7.2.25	Red Zone	\$108	\$108	\$108
Div I 7.2.26	Yellow Zone	\$108	\$108	\$108
Div I 7.2.27	White Zone	\$108	\$108	\$108

TRANSPORTATION CODE SECTION	DESCRIPTION	Current Fine Amount	FY 2023 Proposed	FY 2024 Proposed
Div I 7.2.28	Green Zone	\$89	\$92	\$95
Div I 7.2.29	Parking for Three Days	\$74	\$76	\$79
Div I 7.2.30(a)	Overtime Parking Downtown Core	\$95	\$98	\$101
Div I 7.2.30(b)	Overtime Parking Outside Downtown Core	\$86	\$89	\$92
Div I 7.2.30(c)	Overtime Meter Parking Downtown Core	\$95	\$98	\$101
Div I 7.2.30(d)	Overtime Meter Parking Outside Downtown Core	\$86	\$89	\$92
Div I 7.2.32	Angled Parking	\$71	\$73	\$75
Div I 7.2.33	Blocking Residential Door	\$59	\$61	\$63
Div I 7.2.34	Median Dividers and Islands	\$96	\$99	\$102
Div I 7.2.35	Parking on Grades	\$59	\$61	\$63
Div I 7.2.36	100 Feet Oversize	\$108	\$108	\$108
Div I 7.2.37	Motorcycle Parking	\$108	\$108	\$108
Div I 7.2.38	Parking in Stand	\$108	\$108	\$108
Div I 7.2.39	Parking Transit- Only	\$108	\$108	\$108
Div I 7.2.40	Tow-Away Zone-Downtown Core	\$108	\$108	\$108
Div I 7.2.41	Tow-Away Zone-Outside Downtown Core	\$108	\$108	\$108
Div I 7.2.42	Parking Restrictions	\$108	\$108	\$108
Div I 7.2.43	Parking-Public Property	\$78	\$81	\$84
Div I 7.2.44	Misuse Disabled Parking Placard/License	\$864*	\$866*	\$866*

TRANSPORTATION CODE SECTION	DESCRIPTION	Current Fine Amount	FY 2023 Proposed	FY 2024 Proposed
Div I 7.2.45	Temporary Parking Restriction	\$84	\$87	\$90
Div I 7.2.46	Temporary Construction Zone	\$84	\$87	\$90
Div I 7.2.47	Remove Chalk	\$108	\$108	\$108
Div I 7.2.48	Repairing Vehicle	\$102	\$105	\$108
Div I 7.2.49	Permit on Wrong Car	\$108	\$108	\$108
Div I 7.2.50	Invalid Permit	\$108	\$108	\$108
Div I 7.2.51	Parking Marked Space	\$66	\$68	\$70
Div I 7.2.52	On-Streetcar Share Parking	\$108	\$108	\$108
Div I 7.2.54	Large Vehicle	\$108	\$108	\$108
Div I 7.2.55	No Parking Zone	\$108	\$108	\$108

OFF-STREET PARKING

TRANSPORTATION CODE SECTION	DESCRIPTION	Current Fine Amount	FY 2023 Proposed	FY 2024 Proposed
Div I 7.2.60	Parking Facility Charges	\$71	\$73	\$75
Div I 7.2.61	Entrance/Exit Parking Facility	\$99	\$102	\$105
Div I 7.2.62	Blocking Space Parking Facility	\$76	\$79	\$82
Div I 7.2.63	Speeding within Parking Facility	\$99	\$102	\$105
Div I 7.2.64	Block Charging Bay	\$108	\$108	\$108
Div I 7.2.65	Overtime Parking- Off Street Parking Meter	\$78	\$81	\$84
Div I 7.2.66	Misuse Disabled Parking Placard/License Plate	\$864*	\$866*	\$866*
Div II 1009	SFMTA Property	\$108	\$108	\$108

TRAFFIC REGULATIONS

TRANSPORTATION CODE SECTION	DESCRIPTION	Current Fine Amount	FY 2023 Proposed	FY 2024 Proposed
Div I 7.2.70	Obstruction of Traffic-Vehicle	\$110	\$108	\$108
Div I 7.2.71	Obstruction of Traffic Without Permit	\$702	\$725	\$749
Div I 7.3.30	Obstruction of Traffic Without Permit	\$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)	\$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	\$91	\$94	\$97
Div I 7.2.73	Driving Through Parades	\$100	\$100	\$100
Div I 7.2.74	Streetcar Right- of-Way	\$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

TRANSPORTATION CODE SECTION	DESCRIPTION	Current Fine Amount	FY 2023 Proposed	FY 2024 Proposed
Div I 7.2.80	Vehicles for Hire Parking	\$108	\$108	\$108
Div I 7.2.81	Advertising Sign	\$108	\$108	\$108
Div I 7.2.82	Selling from Vehicle	\$108	\$108	\$108
Div I 7.2.83	Truck Loading	\$108	\$108	\$108
Div I 7.2.84	Commercial Vehicle Parking	\$108	\$108	\$108
Div I 7.2.86	Idling Engine While Parked	\$108	\$108	\$108

TRANSPORTATION CODE SECTION	DESCRIPTION	Current Fine Amount	FY 2023 Proposed	FY 2024 Proposed
Div I 7.2.87	Commercial Passenger Vehicle Street Restrictions	\$108	\$108	\$108
Div I 7.2.88	For Sale Sign	\$71	\$73	\$75

TRANSIT VIOLATIONS

TRANSPORTATION CODE SECTION	DESCRIPTION	Current Fine Amount	FY 2023 Proposed	FY 2024 Proposed
Div I 7.2.101	Fare Evasion	\$125	\$125	\$125
Div I 7.2.102	Passenger Misconduct	\$125	\$129	\$135
Div I 7.2.103	Fare Evasion – Youth Violation	\$64	\$64	\$64
Div I 7.2.104	Passenger Misconduct – Youth Violation	\$64	\$66	\$68

SHARED MOBILITY DEVICE SERVICES VIOLATIONS

TRANSPORTATION CODE SECTION	DESCRIPTION	Current Fine Amount	FY 2023 Proposed	FY 2024 Proposed
Div I 7.2.110	Shared Mobility Device Service Parking (Shared Mobility Device Service That Does Not Hold an SFMTA Permit or Authorization)			
	First Offense	\$100	\$100	\$100
	Second offense within one year of first offense	\$200	\$200	\$200
	Third or subsequent offense with one year of first	\$500	\$500	\$500

	offense			
Div I 7.2.110	Operating a Shared Mobility Device Service without a Permit or Authorization			
	First Offense	\$2,500	\$2,500	\$2,500
	Second offense within one year of first offense	\$5,000	\$5,000	\$5,000
Div I 7.2.110	Shared Mobility Device Service Parking (Shared Mobility Device Service Operators that Hold a SFMTA Permit or Authorization)	\$100	\$100	\$100
Div I 7.2.111	Powered Scooter Share Parking (Powered Scooter Share Operators That Do Not Hold A SFMTA Permit)			
	First offense	\$100	\$100	\$100
	Second offense within one year of first offense	\$200	\$200	\$200
	Third or subsequent offense within one year of first offense	\$500	\$500	\$500
Div I 7.2.111	Powered Scooter Share Parking (Powered Scooter Share Operators That Hold a SFMTA Permit)	\$100	\$100	\$100

CALIFORNIA VEHICLE CODE PENALTY SCHEDULE

CODE SECTION	DESCRIPTION	Current Fine Amount	FY 2023 Proposed	FY 2024 Proposed
VC4000A	No Evidence of Current Registration	\$209	\$209	\$209
VC4461C	Displaying Placard Not	\$864*	\$864*	\$864*
VC4462B	Improper Registered Plates	\$121	\$121	\$121
VC4463C	Fraudulent Display of	\$864*	\$864*	\$864*
VC4464	Altered Plates	\$121	\$121	\$121
VC5200	Display License Plates	\$121	\$121	\$121
VC5201A	Plates/Mounting	\$121	\$121	\$121
VC5201B	Failure to Replace	\$121	\$121	\$121
VC5201C	Plate Cover	\$121	\$121	\$121
VC5202	No Plates	\$121	\$121	\$121
VC5204A	Tabs	\$121	\$121	\$121
VC21113A	School/Pub Ground	\$90	\$93	\$96
VC21211 (38N)	Bicycle Path/Lanes	\$162	\$162	\$162
VC22500A	Parking in Intersection	\$108	\$108	\$108
VC22500B	Parking in Crosswalk	\$108	\$108	\$108
VC22500C	Safety Zone	\$108	\$108	\$108
VC22500D	15 ft. Fire Station	\$108	\$108	\$108
VC22500E	Driveway	\$108	\$108	\$108
VC22500F	On Sidewalk	\$108	\$108	\$108
VC22500G	Excavation	\$76	\$79	\$82
VC22500H	Double Parking	\$108	\$108	\$108
VC22500I	Bus Zone	\$356	\$368	\$380
VC22500J	Tube or Tunnel	\$76	\$79	\$82
VC22500K	Bridge	\$76	\$79	\$82
VC22500L	Wheelchair Access	\$416	\$430	\$444
VC22500.1 (32.4.A)	Parking in Fire Lane	\$96	\$99	\$102
VC22502A	Over 18 inches From Curb	\$76	\$79	\$82
VC22502B	Wrong Way Parking	\$76	\$79	\$82
VC22502E	One-Way Road/Parking	\$76	\$79	\$82
VC22505B	Unauthorized Stopping	\$76	\$79	\$82
VC22507.8A	Parking in Blue Zone Without Placard/Plate	\$416	\$430	\$444
VC22507.8B	Blocking Access to Blue	\$416	\$430	\$444
VC22507.8C	Parking in the Crosshatch	\$416	\$430	\$444
VC22514	Fire Hydrant	\$108	\$108	\$108
VC22515A	Unattended Motor Vehicle	\$108	\$108	\$108

CODE SECTION	DESCRIPTION	Current Fine Amount	FY 2023 Proposed	FY 2024 Proposed
VC22515B	Unsecured Motor Vehicle	\$108	\$108	\$108
VC22516	Locked Vehicle	\$91	\$94	\$97
VC22521	Railroad Tracks	\$108	\$108	\$108
VC22522	W/3 ft Wheelchair Ramp	\$298*	\$298*	\$298*
VC22523A	Abandoned	\$246	\$254	\$262
VC22523B	Abandoned Vehicle/Public or Private Prop	\$246	\$254	\$262
VC22526A	Blocking Intersection	\$108	\$108	\$108
VC22526B	Blocking Intersection While Turning	\$108	\$108	\$108
VC23333	Park/Veh Crossing	\$162	\$162	\$162

** Note:

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, \$1.00 for the local courthouse construction fee, and \$3 for the Trial Court Trust Fund fee

Off-Street Parking Rates and Fees

Garage Rates

Off-street parking/garage hourly and monthly rates are subject to the variable parking meter rate (demand responsive pricing), which is currently capped at \$10, and is proposed to increase to \$11 in FY 2023 and \$12 in FY 2024. Current rates are posted at www.SFMTA.com/garages-lots.

Increases to fees shown in the “Other” category of each table are in accordance with AIIP.

16th & Goff St Garage

Other	Current Year	FY 2023 Rate	FY 2024 Rate
Late Monthly Payment	\$38	\$40	\$41
New Account Activation Fee	\$38	\$40	\$41
Access Card Replacement	\$38	\$40	\$41
Reopening Garage	\$60	\$63	\$65
No-key Valet Parking	\$38	\$40	\$41
Special Event Rate	\$7-\$55	\$8-\$58	\$8-\$59

Civic Center Garage

Other	Current Year	FY 2023 Rate	FY 2024 Rate
Late Monthly Payment	\$38	\$40	\$41
New Account Activation Fee	\$38	\$40	\$41
Access Card Replacement	\$38	\$40	\$41
Reopening Garage	\$60	\$63	\$65
No-key Valet Parking	\$38	\$40	\$41
Special Event Rate	\$7-\$55	\$8-\$58	\$8-\$59

Ellis-O'Farrell Garage

Other	Current Year	FY 2023 Rate	FY 2024 Rate
Late Monthly Payment	\$38	\$40	\$41
New Account Activation Fee	\$38	\$40	\$41
Access Card Replacement	\$38	\$40	\$41
Reopening Garage	\$60	\$63	\$65
No-key Valet Parking	\$38	\$40	\$41
Special Event Rate	\$7-\$55	\$8-\$58	\$8-\$59

Fifth & Mission Garage

Other	Current Year	FY 2023 Rate	FY 2024 Rate
Late Monthly Payment	\$38	\$40	\$41
New Account Activation Fee	\$38	\$40	\$41
Access Card Replacement	\$38	\$40	\$41
Reopening Garage	\$60	\$63	\$65
No-key Valet Parking	\$38	\$40	\$41
Special Event Rate	\$7-\$55	\$8-\$58	\$8-\$59

Golden Gateway Garage

Other	Current Year	FY 2023 Rate	FY 2024 Rate
Late Monthly Payment	\$38	\$40	\$41
New Account Activation Fee	\$38	\$40	\$41
Access Card Replacement	\$38	\$40	\$41
Reopening Garage	\$60	\$63	\$65
No-key Valet Parking	\$38	\$40	\$41
Special Event Rate	\$7-\$55	\$8-\$58	\$8-\$59

Japan Center Garage

Other	Current Year	FY 2023 Rate	FY 2024 Rate
Late Monthly Payment	\$38	\$40	\$41
New Account Activation Fee	\$38	\$40	\$41

Access Card Replacement	\$38	\$40	\$41
Reopening Garage	\$60	\$63	\$65
No-key Valet Parking	\$38	\$40	\$41
Special Event Rate	\$7-\$55	\$8-\$58	\$8-\$59

Lombard Street Garage

Other	Current Year	FY 2023 Rate	FY 2024 Rate
Late Monthly Payment	\$38	\$40	\$41
New Account Activation Fee	\$38	\$40	\$41
Access Card Replacement	\$38	\$40	\$41
Reopening Garage	\$60	\$63	\$65
No-key Valet Parking	\$38	\$40	\$41
Special Event Rate	\$7-\$55	\$8-\$58	\$8-\$59

Mission-Bartlett Garage

Other	Current Year	FY 2023 Rate	FY 2024 Rate
Late Monthly Payment	\$38	\$40	\$41
New Account Activation Fee	\$38	\$40	\$41
Access Card Replacement	\$38	\$40	\$41
Reopening Garage	\$60	\$63	\$65
No-key Valet Parking	\$38	\$40	\$41
Special Event Rate	\$7-\$55	\$8-\$58	\$8-\$59

Moscone Center Garage

Other	Current Year	FY 2023 Rate	FY 2024 Rate
Late Monthly Payment	\$38	\$40	\$41
New Account Activation Fee	\$38	\$40	\$41
Access Card Replacement	\$38	\$40	\$41
Reopening Garage	\$60	\$63	\$65
No-key Valet Parking	\$38	\$40	\$41
Special Event Rate	\$7-\$55	\$8-\$58	\$8-\$59

North Beach Garage

Other	Current Year	FY 2023 Rate	FY 2024 Rate
Late Monthly Payment	\$38	\$40	\$41
New Account Activation Fee	\$38	\$40	\$41
Access Card Replacement	\$38	\$40	\$41
Reopening Garage	\$60	\$63	\$65
No-key Valet Parking	\$38	\$40	\$41
Special Event Rate	\$7-\$55	\$8-\$58	\$8-\$59

Performing Arts Garage

Other	Current Year	FY 2023 Rate	FY 2024 Rate
Late Monthly Payment	\$38	\$40	\$41
New Account Activation Fee	\$38	\$40	\$41
Access Card Replacement	\$38	\$40	\$41
Reopening Garage	\$60	\$63	\$65
No-key Valet Parking	\$38	\$40	\$41
Special Event Rate	\$7-\$55	\$8-\$58	\$8-\$59

Polk-Bush Garage

Other	Current Year	FY 2023 Rate	FY 2024 Rate
Late Monthly Payment	\$38	\$40	\$41
New Account Activation Fee	\$38	\$40	\$41
Access Card Replacement	\$38	\$40	\$41
Reopening Garage	\$60	\$63	\$65
No-key Valet Parking	\$38	\$40	\$41
Special Event Rate	\$7-\$55	\$8-\$58	\$8-\$59

Portsmouth Square Garage

Other	Current Year	FY 2023 Rate	FY 2024 Rate
Late Monthly Payment	\$38	\$40	\$41
New Account Activation Fee	\$38	\$40	\$41
Access Card Replacement	\$38	\$40	\$41
Reopening Garage	\$60	\$63	\$65
No-key Valet Parking	\$38	\$40	\$41
Special Event Rate	\$7-\$55	\$8-\$58	\$8-\$59

St. Mary's Garage

Other	Current Year	FY 2023 Rate	FY 2024 Rate
Late Monthly Payment	\$38	\$40	\$41
New Account Activation Fee	\$38	\$40	\$41
Access Card Replacement	\$38	\$40	\$41
Reopening Garage	\$60	\$63	\$65
No-key Valet Parking	\$38	\$40	\$41
Special Event Rate	\$7-\$55	\$8-\$58	\$8-\$59

SF General Hospital Garage

Other	Current Year	FY 2023 Rate	FY 2024 Rate
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Late Monthly Payment	\$38	\$40	\$41
New Account Activation Fee	\$38	\$40	\$41
Access Card Replacement	\$38	\$40	\$41
Reopening Garage	\$60	\$63	\$65
No-key Valet Parking	\$38	\$40	\$41
Special Event Rate	\$7-\$55	\$8-\$58	\$8-\$59

Sutter Stockton Garage

Other	Current Year	FY 2023 Rate	FY 2024 Rate
Late Monthly Payment	\$38	\$40	\$41
New Account Activation Fee	\$38	\$40	\$41
Access Card Replacement	\$38	\$40	\$41
Reopening Garage	\$60	\$63	\$65
No-key Valet Parking	\$38	\$40	\$41
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	\$7-\$55	\$8-\$58	\$8-\$59

Union Square Garage

Other	Current Year	FY 2023 Rate	FY 2024 Rate
Late Monthly Payment	\$38	\$40	\$41
New Account Activation Fee	\$38	\$40	\$41
Access Card Replacement	\$38	\$40	\$41
Reopening Garage	\$60	\$63	\$65
No-key Valet Parking	\$38	\$40	\$41
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	\$7-\$55	\$8-\$58	\$8-\$59

Vallejo Street Garage

Other	Current Year	FY 2023 Rate	FY 2024 Rate
Late Monthly Payment	\$38	\$40	\$41
New Account Activation Fee	\$38	\$40	\$41
Access Card Replacement	\$38	\$40	\$41
Reopening Garage	\$60	\$63	\$65
No-key Valet Parking	\$38	\$40	\$41
Special Event Rate	\$7-\$55	\$8-\$58	\$8-\$59

7th & Harrison Lot

Other		FY 2023 Rate	FY 2024 Rate
Late Monthly Payment	\$38	\$40	\$41
New Account Activation Fee	\$38	\$40	\$41
Access Card Replacement	\$38	\$40	\$41
Reopening Garage	\$60	\$63	\$65
No-key Valet Parking	\$38	\$40	\$41
Special Event Rate	\$7-\$55	\$8-\$58	\$8-\$59



Enclosure 6
Title VI Analysis
FY 2023 & FY 2024
Proposed Fare Changes

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 analysis below, to be forwarded to the Board of Directors of the San Francisco Municipal Transportation Agency (SFMTA) for review and approval on April 19, 2022 (with April 26, 2022 as an additional meeting date, should it be needed), 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. In addition, once completed, the SFMTA is required to submit the equity analysis to the SFMTA Board of Directors for its consideration, awareness and approval and to provide a copy of the Board resolution to the FTA as documentation. A multilingual and multi-media outreach campaign to gather public comment was initiated at the beginning of the budget process to shape the proposed budget. Listening sessions were conducted and surveys were distributed to gather input plus a town hall to report back what themes we heard from the public. These sessions were done via telephone to address digital access concerns from the community. The multi-media campaign consisted of printed collateral such as newspaper ads and bus cards, printed surveys dropped off at community centers; digital media was leveraged to reach a wider audience via social media ads, emails to community groups and stakeholders and listening sessions were provided with key stakeholder groups, with free language assistance available as needed.

Established by voter proposition in 1999, the San Francisco Municipal Transportation Agency (SFMTA), a department of the City and County of San Francisco, operates the Municipal Railway (Muni), parking, traffic, bicycling, walking and paratransit. SFMTA also regulates taxis and emerging mobility programs within the City and County of San Francisco. Across five modes of transit, Muni has approximately 725,000 weekday passenger boardings. Founded in 1912, Muni is one of the oldest transit systems in the world. Muni is the largest transit system in the Bay Area and serves more than 220 million customers each year. The Muni fleet is unique and 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 has 79 routes throughout the City and County San Francisco with all residents within a quarter mile of a transit stop. Muni provides service 24 hours a day, seven days a week 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 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 available 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 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, the SFMTA developed Disparate Impact and Disproportionate Burden Policies, which were approved by the SFMTA Board of Directors after an extensive multilingual public outreach process. Outreach included two public workshops, five presentations to the SFMTA Board and committees, and outreach to approximately 30 community-based organizations and transportation advocates with broad perspective among communities of color and low-income communities. The following definitions and policies were used to conduct this Title VI fare equity analysis:

- 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.

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 percentage of minority riders and low-income riders using a particular fare media, or aggregated categories if applicable, 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 2017 System-wide On-Board Survey, conducted in Fall 2016 through Summer 2017.

The survey asked demographic questions for race/ethnicity, English proficiency, gender, income bracket and travel information such as payment type, trip purpose, origin and destination and

mode to transit access. Consultants collected over 41,000 survey responses, of which over 39,000 were weekday 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, 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 methodology relies on comparing the percentage of protected customers using particular fare products or instruments, as a package of changes, to their representation systemwide.

When Title VI-protected customers' usage of said fare products or instruments, as a package of changes, exceeds their system-wide average by eight percent or more, and the cost of those products or instruments in the package 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 fare products or instruments, as a package of changes, falls below their system-wide average by eight percent or more, and the cost of those products or instruments in the package 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 when calculating minority or low-income percentages. 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 57%, and the system-wide average for low-income customers was determined to be 39%.

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.

V. Description of Proposed Fare Changes and Summary of Impacts

In response to public feedback received, and to help promote transit use during pandemic recovery, the SFMTA is proposing to suspend the application of the Automatic Indexing Implementation Plan (AIIP), adopted by the SFMTA Board in 2009 and modified in April 2018, for all annual fare increases. The AIIP is 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. Under normal circumstances, automatic indexing is critical to ensure that service levels are not compromised given the increase in operating costs annually due to inflation and also ensures that riders can expect and anticipate small incremental fare increases over time rather than unknown larger increases sporadically. Due to the unprecedented

impacts caused by the pandemic, the SFMTA believes that suspending the application of the AIPP will encourage customers to return to transit. This proposal is consistent with feedback received from the public during the outreach process.

The SFMTA is also proposing to extend the Free Muni for all Youth Program under age 19 through Fiscal Year 23 and Fiscal Year 2024, currently approved as a pilot program through August 2022. Free service on Cable Car is included for San Francisco youth residents only.

Table 1 and Table 2 below include 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 systemwide. Consistent with the 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 systemwide averages by eight percent or more.

Table 1 provides the disparate impact analysis for the cumulative effects of the proposed fare change. Table 2 provides the disproportionate burden analysis for the cumulative effects of the proposed fare change.

Table 1: Estimated Riders by Fare Media -- Disparate Impact Analysis for All Fare Decreases

Fare Type	FY 2022 Current Fares	FY 2023 Proposed Fares	FY 2024 Proposed Fares	FY 2022-2023 Change	FY 2023-2024 % Change	Total Riders ¹	Riders Who Reported Race/Ethnicity ²	Minority Riders ³	Percent Minority ⁴
Free Muni for All Youth ⁵	\$0.00	\$0.00	\$0.00	0%	0%	27,693	27,581	20,742	75%
Total Fare Decrease						27,693	27,581	20,742	75%
Total All Fare Media ⁶						663,236	659,292	376,000	57%

1. *Riders* includes all survey responses for Youth, Seniors, and Disabled Persons; or Youth as applicable per category.
2. *Riders Who Reported Race/Ethnicity* includes responses per category who choose to report race/ethnicity.
3. *Minority Riders* includes responses per applicable category who choose to report race/ethnicity and are minority by definition.
4. *Percent Minority* is a percentage calculation of *Minority Riders* out of *Riders Who Reported Race/Ethnicity*.
5. Figures are based on all riders Age 18 and under from 2017 Systemwide On-Board Survey as this entire population will benefit from a free muni ride.
6. *Total All Fare Media* includes additionally assumed demographic data for *Lifeline Single Ride* fare.

Table 2: Estimated Riders by Fare Media -- Disproportionate Burden Analysis for All Fare Decreases

Fare Type	FY 2022 Current Fares	FY 2023 Proposed Fares	FY 2024 Proposed Fares	FY 2022-2023 Change	FY 2023-2024 % Change	Total Riders ¹	Riders Who Reported Income ²	Low Income Riders ³	Percent Low Income ⁴
Free Muni for All Youth ⁵	\$0.00	\$0.00	\$0.00	N/A	N/A	27,693	19,747	12,747	65%
Total Fare Decrease						27,693	19,747	12,747	65%
Total All Fare Media ⁶						663,236	570,959	220,699	39%

1. *Riders* includes all survey responses for Youth, Seniors, and Disabled Persons; or Youth as applicable per category.
2. *Riders Who Reported Income* includes responses per category who choose to report income bracket.
3. *Low Income Riders* includes responses per applicable category who choose to report income bracket and are low income by definition.
4. *Percent Low Income* is a percentage calculation of *Low-Income Riders* out of *Riders Who Reported Income*.
5. Figures are based on all riders Age 18 and under from 2017 Systemwide On-Board Survey as this entire population will benefit from a free muni ride.
6. *Total All Fare Media* includes additionally assumed demographic data for *Lifeline Single Ride* fare.

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.

Fare Decreases

Shown in Table 3, all fare decreases will impact 75% of minority riders and 65% of low-income riders. Although the fare decrease deviates more than eight percent of the system-wide average for both low-income and minority riders, the fare decrease provides more of a benefit to these riders so no disproportionate burden is found.

Table 3: Summary of Disparate Impact and Disproportionate Burden Analysis

Item	Minority	Disparate Impact?	Low Income	Disproportionate Burden?
All Fare Media	57%	-	39%	-
Fare Decreases	75%	No	65%	No

X. 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 (LEP) 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 proposed fare changes and proposed service changes that is accessible to LEP individuals, as well as other stakeholders.

The SFMTA launched a multilingual and multi-media public outreach campaign at the beginning of the FY2023-FY2024 process in order to gather and consider public input on the budget, which impacted the final proposals submitted to the SFMTA Board of Directors for its consideration and approval.

Notices for public comment opportunities were provided in multiple languages and included information on how to request free language assistance at the meetings with at least 48 hours’ notice. As required by the City Charter, advertisements publicizing the public hearing were placed in advance in San Francisco newspapers. Multilingual ads were placed in prominent Chinese, Spanish and Russian newspapers in San Francisco. Multilingual information has been available to the public through the SFMTA website throughout the budget process. Additional methods for keeping the public informed and soliciting feedback were conducted through blog posts, e-mail blasts to stakeholders and through SFMTA/Muni’s Twitter and Facebook accounts. Feedback was compiled and forwarded to appropriate staff and to the MTAB for consideration in the decision-making process.

Specific outreach activities:

- Board Workshop with SFMTA Board of Directors
- Multilingual Survey of Priorities available online and by paper copy dropped off at community centers
- Public Listening Sessions via telephone to address digital access concerns from the community, with free language support offered for equity
- Direct Listening Sessions with every community group who requested one
- Digital Town Hall

Additional channels employed to reach as many diverse stakeholders as possible:

- Email to over 3,000 stakeholders
- Offers of listening sessions to over 150 community groups
- Ads in language newspapers (El Tecolote, Sing Tao, World Journal, Wind, Examiner)
- Social Media ads (WeChat, Twitter, FB, Instagram)
- Multilingual content on website with survey links and listening session dates
- Multilingual Bus Cards advertising the Digital Town Hall and SFMTA Board of Directors’ Budget Hearings
- Multilingual paper surveys, directed at LEP-communities, dropped off at community centers

Table 2: Public Meetings

Action	Date
SFMTA Board Workshop	February 1 & 2, 2022
1 st Citizen’s Advisory Council (CAC) Meeting	February 3, 2022
1 st Public Listening Session	February 28, 2022
2 nd Public Listening Session	March 3, 2022
Public Town Hall	March 10, 2022
2 nd CAC Meeting	March 17, 2022
SFMTA Board of Directors Hearing (presentation of proposed budget)	April 5, 2022
SFMTA Board of Directors Hearing (first opportunity for budget approval)	April 19, 2022
SFMTA Board of Directors Hearing (second opportunity for budget approval, if needed)	April 26, 2022

Public Outreach Outcomes:

As a result of the multilingual, multi-media outreach campaign, the SFMTA collected over 1,900 instances of feedback, questions, comments, and concerns on its FY2023-2024 budget, including over 1,200 survey responses and over 700 open-ended comments. The feedback was compiled

and sorted into topics/categories of concerns including: improving speed and reliability of Muni buses and trains, improving transportation in neighborhoods with high percentages of households with low incomes and people of color, improving personal safety for Muni riders, reducing congestion and eliminating bottlenecks by improving public transit.

Specific to transit fares, multiple comments were received encouraging the SFMTA not to increase fares and to maintain and/or expand on existing discount fare programs, including those for low-income riders, and the Free Muni for Youth program. Based on this feedback, and to help promote transit use during pandemic recovery, the SFMTA is proposing to suspend the application of the Automatic Indexing Implementation Plan (AIIP), adopted by the SFMTA Board in 2009 and modified in April 2018, for all annual fare increases. The SFMTA is also proposing to extend the Free Muni for all Youth Program under age 19 through Fiscal Year 23 and Fiscal Year 2024, currently approved as a pilot program through August 2022.

XI. 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 analysis found there are no disparate impacts or disproportionate burdens. Until approved and finalized by the Board of Directors, any changes to the proposed fare changes will need to be reassessed to ensure the new proposals do not result in disparate impacts to communities of color or disproportionate burdens on low-income communities and brought back before the Board for review and approval and further public comment.