

THIS PRINT COVERS CALENDAR ITEM NO.: 13

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Finance and Information Technology

BRIEF DESCRIPTION:

Public Hearing on FY 2021 and FY 2022 SFMTA rates, fees, charges, and fines, including possible increases and decreases pursuant to the agency's Automatic Indexing Implementation Plan (AIIP), to reflect actual SFMTA costs, or to encourage compliance with SFMTA policies or existing law, and to consider other policy changes including authorizing Sunday and evening parking meter enforcement as a part of the two-year budget process, for submittal by May 1, 2020 to the Mayor and Board of Supervisors as required by Charter Section 8A.106.

SUMMARY:

- Charter Section 8A.106 provides that the SFMTA must submit a two-year budget by May 1 to the Mayor and Board of Supervisors.
- The SFMTA Board considered various options related to the FY 2021 and FY 2022 operating and capital budgets at the January 28th Workshop.
- A public hearing on the FY 2021 and FY 2022 operating and capital budget is scheduled for March 17th.
- Staff is planning to present a balanced FY 2021 and FY 2022 operating and capital budget to the SFMTA Board at its April 7 meeting.

ENCLOSURES:

1. SFMTA's Automatic Indexing Implementation Plan
2. New Fee Proposals with Collateral Revenues
3. Cost Recovery Fees
4. Market-Rate Fees
5. Citations and Fines
6. Off-Street Parking Rates and Fees

APPROVALS:

DIRECTOR



SECRETARY



DATE:

February 27, 2020

February 27, 2020

ASSIGNED SFMTAB CALENDAR DATE: March 03, 2020

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PURPOSE

Public Hearing on FY 2021 and FY 2022 SFMTA rates, fees, charges, and fines, including possible increases and decreases pursuant to the agency's Automatic Indexing Implementation Plan (AIIP), to reflect actual SFMTA costs, or to encourage compliance with SFMTA policies or existing law, and to consider other policy changes including authorizing Sunday and evening parking meter enforcement as a part of the two-year budget process, for submittal by May 1, 2020 to the Mayor and Board of Supervisors as required by Charter Section 8A.106.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

This item supports all of the Strategic Plan Goals.

Goal 1: Create a safer transportation experience for everyone

Goal 2: Make transit and other sustainable modes of transportation the most attractive and preferred means of travel

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

Goal 4: Create a workplace that delivers outstanding service

This item will support the following Transit First Policy Principles:

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

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

DESCRIPTION

SFMTA staff are proposing modifications to existing SFMTA rates, fees, charges, and fines, including potential increases pursuant to the agency’s AIIP, or to reflect actual SFMTA costs, or to deter violations of the law as a part of the two-year budget process, for submittal by May 1, 2020 to the Mayor and Board of Supervisors as required by Charter Section 8A.106.

STAKEHOLDER ENGAGEMENT

The following table summarizes the major outreach efforts for the SFMTA operating and capital two-year budget. The previously listed presentation to the Citizen’s Advisory Council on March 5, 2020 will now take place on April 2, 2020:

Action	Date
SFMTA Board Workshop	January 28, 2020
1 st Citizen’s Advisory Council (CAC) Meeting	February 6, 2020
1st SFMTA Board Informational Presentation (Fares)	February 18, 2020
1st Finance & Administration Committee (FAC) Meeting	February 19, 2020
2 nd SFMTA Board Informational Presentation (Parking Policy, Fees and Fines)	March 3, 2020
SFMTA Town Hall Meeting at 1 South Van Ness	March 11, 2020
SFMTA Board Public Hearing	March 17, 2020
2 nd FAC Meeting	March 18, 2020
2 nd CAC Meeting	April 2, 2020
SFMTA Board Adoption (first opportunity)	April 7, 2020
SFMTA Board Adoption (second opportunity, if needed)	April 21, 2020

In addition to the outreach efforts identified above, individual meetings are being scheduled in February and March 2020 with various stakeholders including Board of Supervisors’ offices and advocacy groups.

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ALTERNATIVES CONSIDERED

The SFMTA Board considered various options at the January 28, 2020 Workshop. A public hearing on the operating and capital budget will be held March 17th in order to allow for more opportunities for feedback from the public. Input from each meeting will assist the SFMTA Board in their deliberations of the FY 2021 and FY 2022 operating and capital budgets.

FUNDING IMPACT

Input from this meeting will assist the SFMTA Board in their deliberations of the FY 2021 and FY 2022 operating budget. Following SFMTA Board feedback on fares on February 18th, and SFMTA rates, fees, charges, and fines at the March 3rd meeting, a public hearing on the operating and capital budget will be held at the March 17th SFMTA Board meeting.

ENVIROMENTAL REVIEW

Informational presentations and public hearings do not constitute 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).

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The SFMTA Board must approve a balanced budget for FY 2021 and FY 2022 for submittal to the Mayor and the Board of Supervisors by May 1, 2020.

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

RECOMMENDATION

This item is for information and discussion purposes.

Enclosure 1

Automatic Indexing Implementation Plan (AIIP)

Financial stability is of the utmost importance to the San Francisco Municipal Transportation Agency (SFMTA). It is the SFMTA Board of Directors' desire to create a more predictable and transparent mechanism for setting charges which are not otherwise governed by law.

AIIP PURPOSE

To establish a more predictable and transparent mechanism for setting charges which are not otherwise governed by law as part of the two-year Operating budget process required in the Charter.

AIIP POLICY

It is the policy of the SFMTA Board of Directors:

- To create a more predictable and transparent mechanism for setting charges which are not otherwise governed by law.
- To apply the following methodology for indexing charges:
 - Automatic Inflator = $[\text{Bay Area CPI-U} \div 2] + [2\text{-year Operating budget Labor Cost Change} \div 2]$ where the Bay Area CPI-U forecast used will be from the California Department of Finance; and
 - Round up the Automatic Inflator to the nearest \$0.05, \$0.10, \$0.25, \$0.50 or \$1.00 depending on which is appropriate given the base charge and ensure that the rounding impact does not result in more than a 10% increase
- To re-evaluate, during the SFMTA Budget process, the adequacy of the Automatic Inflator
- Conduct a public hearing or public notification during the SFMTA Budget process to inform the public about the proposed Automatic Inflator
- To set the Automatic Inflator for a two-year period concurrently with the two-year SFMTA Operating budget
- To reserve the right to forego an Automatic Inflator if the SFMTA Budget projections allow and if to do so would further significant SFMTA policy and goals
- To reserve the right to set a higher Automatic Inflator if required or to set a different Automatic Inflator for each of the two years in the Operating budget depending on the Operating budget projections and if to do so would further significant SFMTA policy and goals
- To the extent that application of the AIIP results in an increase in transit fares, such an increase must be submitted to the San Francisco Board of Supervisors as part of the SFMTA's budget or as a budget amendment pursuant to Charter section 8A.108(a).

Enclosure 2.

New Fee Proposals with Collateral Revenues

Revenue Items not Included in the Baseline Operating Budget (\$ millions)

Proposal	Description	Annual Net Revenue/(Cost) Estimate FY 2021	Annual Net Revenue/(Cost) Estimate FY 2022
Raise Variable Parking Meter Rates Caps	This option will raise variable parking meter rates (demand responsive pricing) to a maximum of \$9 per hour in FY 2021 and a maximum of \$10 per hour in FY 2022. The current maximum variable parking meter rate is \$8 per hour. This option will mitigate traffic and ensure that parking spaces are regularly accessible to commercial corridor patrons and disabled placard users during business hours.	\$0.08M	\$0.08M
Sunday Parking Meter Operation and Enforcement	This option will align parking meter operational hours with contemporary Sunday business hours, limited to specific, high-traffic commercial corridors that require congestion mitigation and where resident businesses will receive the greatest benefits of increased parking availability.	\$0.5M	\$3.5M

Proposal	Description	Annual Net Revenue/(Cost) Estimate FY 2021	Annual Net Revenue/(Cost) Estimate FY 2022
Evening Parking Meter Operation and Enforcement	<p>This option will align parking meter operational hours with contemporary evening business hours, limited to specific, high-traffic commercial corridors that require congestion mitigation and where resident businesses will receive the greatest benefits of increased parking availability.</p> <p>Evening hours in limited areas will be Monday through Saturday from 6pm to 10pm.</p> <p>Evening metering would be implemented using a phased approach, where extended hours are incrementally introduced.</p>	\$3M	\$11M

Enclosure 3.

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, consistent with the State law and the California Constitution .

Cost recovery program labor costs were calculated by surveying the total staff hours utilized to run each program in FY 2019; these total staff hours were used as the basis to project labor costs for FY 2021 and FY 2022. Labor costs, benefits, and overhead costs were escalated according to SFMTA's labor agreements. Increased labor costs also account for any known programmatic or policy changes where it is reasonable to assume that these changes will lead to increased 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 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, plus one additional permit area under review. 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.

These fees are increasing five percent each year to keep pace with the cost of operating the program.

Residential Parking Permits	Current Fee	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
Motorcycle (Annual)	\$108	\$113	\$119
Motorcycle (Six-Months)	\$54	\$57	\$60
Resident/Business/Commercial Vehicle/School/Fire Station/Foreign Consulate/Medical & Childcare Provider (Annual)	\$144	\$152	\$160

Residential Parking Permits	Current Fee	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
Resident/Business/Commercial Vehicle/School/Fire Station/Foreign Consulate/Medical & Childcare Provider (Six months or less)	\$71	\$75	\$79
1- Day Flex Permit (price per permit for permits 1-5 purchased in a year)	\$6	\$7	\$7
1- Day Flex Permit (price per permit for permits 6-15 purchased in a year)	\$8	\$9	\$9
1- Day Flex Permit (price per permit for permits 16-20 purchased in a year)	\$13	\$14	\$15
Temporary/Visitor (2 weeks)	\$51	\$54	\$57
Temporary/Visitor (4 weeks)	\$73	\$77	\$81
Temporary/Visitor (6 weeks)	\$94	\$99	\$104
Temporary/Visitor (8 weeks)	\$123	\$129	\$135
Permit Transfer	\$24	\$25	\$26
Vanpool Permit-One Year	\$144	\$152	\$160
Vanpool Permit-Less than 6 Months	\$71	\$75	\$79
Farmer's Permit (quarterly)	\$224	\$235	\$247

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.

The price of these permits is half of the annualized temporary exclusive use of parking meter fee, which is based upon the lost revenue from parking meters taken out of service by construction in the previous fiscal year.

Contractor Parking Permits	Current Fee	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
Contractor (Annual/Renewal – full rate)	\$1,732	\$2,104	\$2,169
Contractor (6 months)	\$887	\$1,064	\$1,097
Contractor Permit Transfer	\$42	\$25	\$26

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

The fee rubric for the Color Curb program will be simplified in FY 2021, and all fees will be reduced to encourage better utilization of the color curb program.

Color Curb Program White or Green Zones	Current Fee	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
White/Green Zones Application Fee: Flat Rate All Lengths	\$2,253	\$750	\$775
Taxi Stand Application Fee	\$1,127		
White or Green Zones Paint/Installation/Renewal Fee			
Payment within 30 Days from Invoice date-	-	-	-
per 22 linear feet or fraction thereof	\$609	\$500	\$525
23-44 Feet	\$1,221	\$1,221	\$1,221
45-66 Feet	\$1,831	\$1,831	\$1,831
>66 Feet	\$2,440	\$2,440	\$2,440
Payment After 30 Days from Invoice date-	-	-	-
1-22 Feet	\$673	\$673	\$673
23-44 Feet	\$1,350	\$1,350	\$1,350
45-66 Feet	\$2,023	\$2,023	\$2,023
>66 Feet	\$2,695	\$2,695	\$2,695

Color Curb Program White or Green Zones	Current Fee	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
Renewal Fee, every 2 years after installation, per 22 linear feet or fraction thereof	NA	\$500	\$525
Green Zones- Paint/Installation/Renewal- Fee-	-	-	-
Payment within 30 Days from Invoice date-	-	-	-
1-22 Feet	\$558	\$500	\$525
23-44 Feet	\$1,118	\$1,118	\$1,118
45-66 Feet	\$1,676	\$1,676	\$1,676
>66 Feet	\$2,234	\$2,234	\$2,234
Payment After 30 Days from Invoice date-	-	-	-
1-22 Feet	\$617	\$617	\$617
23-44 Feet	\$1,238	\$1,238	\$1,238
45-66 Feet	\$1,854	\$1,854	\$1,854
>66 Feet	\$2,470	\$2,470	\$2,470
Renewal Fee, every 2 years after installation, per 22 linear feet or fraction thereof-	NA	\$500	\$525
Driveway Red Zone			
Application Processing Fee	\$252	\$250	\$255
Painting Fee - Initial Painting per 6 linear feet or fraction thereof	\$234	\$225	\$230

Temporary Street Closure: An ISCOTT 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.

Create a new fee category for Community Events to encourage nonprofit and community-centered use of the Temporary Street Closure Program. The progressive fee structure encourages earlier applications and more opportunity for neighborhood and community groups.

Temporary Street Closure Fees	Current Fee	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
Neighborhood Block Party			
More than 120 days in advance	\$99	\$50	\$50
90-120 days in advance	\$200	\$75	\$75

Temporary Street Closure Fees	Current Fee	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
60-89 days in advance	\$325	\$100	\$100
30-59 days in advance	\$450	\$150	\$150
Fewer than 30 days in advance	\$875	\$300	\$350
Community Events			
More than 120 days in advance		\$100	\$100
90-120 days in advance		\$150	\$150
60-89 days in advance		\$200	\$200
30-59 days in advance		\$250	\$300
7-29 days in advance		\$300	\$500
Fewer than 7 days in advance		\$500	\$750
Special Events			
More than 120 days in advance	\$600	\$1,100	\$1,100
90-120 days in advance	\$850	\$1,250	\$1,325
60-89 days in advance	\$1,100	\$1,500	\$1,600
30-59 days in advance	\$1,350	\$1,750	\$2,000
7-29 days in advance	\$1,575	\$2,000	\$2,200
Fewer than 7 days in advance	\$2,500	\$2,500	\$2,750

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

Special Traffic Permit fees will increase by five percent in FY 2022 to maintain recovery.

Special Traffic Permits	Current Fee	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
Base Permit Processing	\$333	\$333	\$350
Daily Fee	\$68	\$68	\$71
Late Fee	\$374	\$374	\$393

Payment Plan Program: Provides customers an extended period of time to pay parking and transit violations, and eligible boot removal fees for low-income customers. The processing fee charged by the SFMTA covers the administrative costs of processing the contract with the customer. Maximum enrollment fees are set forth in the California Vehicle Code. The processing fee charged by the SFMTA covers a portion of the administrative costs of processing the contract with the customer.

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.

Plan tiers are being consolidated to lower the greatest fee by \$50, while lowering fees by \$25, for those owing \$151 to \$600.

Program	Current Fee	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
Payment Plan			
Fee Per Plan-Low Income	\$5	\$5	\$5
Fee Per Plan-Standard	\$25	\$25	\$25
Community Service Plan*			
Community Service Plan \$300 or less Owed	\$25	\$26	\$27
Community Service Plan \$301 to \$600 Owed	\$50	\$52	\$54
Community Service Plan \$601 to \$1,000 Owed	\$75	\$77	\$79
Community Service Plan*			
Community Service Plan- \$150 or less Owed	-\$25	-\$26	-\$27
Community Service Plan- \$151 to \$300 Owed	-\$50	-\$52	-\$54
Community Service Plan- \$301 to \$600 Owed	-\$75	-\$77	-\$79
Community Service Plan- \$601 to \$1,000 Owed	-\$125	\$129	-\$133

*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 will be raised to achieve cost recovery for this program in FY 2021 and FY 2022.

Description	Current Fee	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
Standard Boot Removal Fee	\$515	\$525	\$550
Low Income Boot Removal Fee*	\$100	\$100	\$100

* Low-Income Customers are eligible for one-time enrollment of boot removal fee in a payment plan.

Towing and Storage Fees: The SFMTA contracts with a third-party service provider, Auto Return 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 consolidate the tow fee and the tow back service fee such that all vehicles will pay the same fee regardless of size or additional labor. In addition, the agency proposes to eliminate the flatbed fee and all transfer fees so that the total cost of a tow is standardized.

Administrative Fees:

Description	Current Fee	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
SFMTA Administrative Fee (Low Income)	\$0	\$0	\$0
SFMTA Administrative Fee (First Time Towed)	\$211.25	\$211.25	\$211.25

Description	Current Fee	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
SFMTA Administrative Fee (After First Time Towed for All)	\$298.75	\$298.75	\$298.75

Towing and Storage Fees

Tow Fees:

Description	Current Fee	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
Tow Fee	\$358	\$358	\$358
Each Additional 1/4 Hour Labor Required	\$50.50	\$50.50	\$50.50
Medium Duty Vehicles Over 10,000 GVW (e.g. trucks, buses and unattached trailers)— Up to 1 Hour	\$275.75	\$275.75	\$275.75
Each Additional 1/4 Hour Labor Required	\$62.75	\$62.75	\$62.75
Heavy Duty Vehicles Over 26,000 GVW (e.g. buses, tractor trucks and/or trailers)— Up to 1 Hour	\$436.50	\$436.50	\$436.50
Each Additional 1/4 Hour Labor Required	\$76.25	\$76.25	\$76.25
Dolly	\$77.50	\$77.50	\$77.50
Flatbed	\$103.25	\$103.25	\$103.25

Towing and Storage Fees

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

Description	Current Fee	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
Storage Fee – Motorcycles/Scooters – first 24 hours or part thereof	\$20.00	\$20.00	\$20.00
Storage Fee – Motorcycles/Scooters – every full calendar day (or part thereof) following the first 24 hours	\$24.00	\$24.00	\$24.00
Storage Fee – Passenger/Light/Duty Vehicles (other than motorcycles/scooters) first 24 hours or part thereof	\$52.25	\$52.25	\$52.25
Storage Fee – Light Duty Vehicles (other than motorcycles/scooters) every full calendar day (or part thereof) following the first 24 hours	\$62.50	\$62.50	\$62.50
Storage Fee – Medium Duty Vehicles – first 24 hours or part thereof	\$72.25	\$72.25	\$72.25
Storage Fee – Medium Duty Vehicles – every full calendar day (or part thereof) following the first 24 hours	\$86.50	\$86.50	\$86.50
Storage Fee – Heavy Duty Vehicles – first 24 hours or part thereof	\$106.25	\$106.25	\$106.25
Storage Fee – Heavy Duty Vehicles – every full calendar day (or part thereof) following the first 24 hours	\$127.50	\$127.50	\$127.50

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

Description	Current Fee	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
Passenger/Light Duty Vehicles	\$33.75	\$33.75	\$33.75
Medium Duty Vehicles	\$138.00	\$138.00	\$138.00
Heavy Duty Vehicles	\$222.75	\$222.75	\$222.75

Towing and Storage Fees

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

Description	Current Fee	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
\$0 - \$249.99	\$0.00	\$0.00	\$0.00
\$250 - \$499.99	\$132.75	\$132.75	\$132.75
\$500 - \$999.99	\$173.25	\$173.25	\$173.25
\$1,000 - \$1,499.99	\$231.00	\$231.00	\$231.00
\$1,500 - \$1,999.99	\$300.00	\$300.00	\$300.00
\$2,000 - \$2,499.99	\$375.25	\$375.25	\$375.25
\$2,500 - \$4,999.99	\$473.25	\$473.25	\$473.25
\$5,000 and above	\$773.50	\$773.50	\$773.50

Lien Fees:

Description	Current Fee	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
Vehicles valued at \$4000 or less - Initiation of lien after 72	\$35	\$35	\$35
Vehicles valued at \$4000 or less – Completion of lien	\$35	\$35	\$35
Vehicles valued at more than \$4000 - Initiation of lien after 72 Hours	\$50	\$50	\$50
Vehicles valued at more than \$4000 – Completion of lien	\$50	\$50	\$50

Towing and Storage Fees

Tow-Backs:

Description	Current Fee	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
Tow-back service	\$214.00	\$214.00	\$214.00
Tow-back service for Light-Duty Vehicles—each additional 1/4 hour (or part thereof) of labor	\$58.25	\$58.25	\$58.25
Tow-back service for Medium-Duty Vehicles—first hour (or part thereof) of labor	\$358.50	\$358.50	\$358.50
Tow-back service for Medium-Duty Vehicles—each additional 1/4 hour (or part thereof) of labor	\$72.50	\$72.50	\$72.50
Tow-back service for Heavy-Duty Vehicles—first hour (or part thereof) of labor	\$567.50	\$567.50	\$567.50
Tow-back service for Heavy-Duty Vehicles—each additional 1/4 hour (or part thereof) of labor	\$88.25	\$88.25	\$88.25
Additional per mile fee after 6-miles for any portion of tow-back occurring outside the limits of the City	\$11.50	\$11.50	\$11.50

The towing, storage, auction sales service, lien, and tow-back fees above represent an overall cost recovery of 72 percent for the two-year period with an unrecovered amount totaling an estimated \$17 million.

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

Description	Current Fee	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
After the 1 st payment due date	\$35	\$37	\$38
After the 2 nd payment due date	\$49	\$52	\$53
Special Collection Fee - after the 2 nd payment due date	\$40	\$40	\$40

Parklet Installation Fee: This fee reimburses the SFMTA for costs associated with the removal of metered parking spaces and installation of a parklet including staff time for planning, design, and engineering analysis, and the physical removal and relocation of any parking meter. The current fee covers the removal of up to two parking spaces. If the installation of a parklet exceeds two parking spaces, an additional fee is imposed per additional parking space.

The Parklet Installation fee will increase according to AIPP.

Description	Current Fee	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
Removal of up to two parking spaces	\$2,065	\$2,170	\$2,218
Additional Parking Space	\$1,050 per parking space	\$1,104 per parking space	\$1,128 per parking space

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

Description	Current Fee	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
Commuter Shuttle	\$7.75	\$8.10	\$8.30

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.

The SFMTA has historically underestimated labor costs and revenue losses resulting from the temporary elimination of meter revenue service in high grossing areas of the City. The SFMTA performed a thorough analysis, using a weighted average based on the geolocation of actually removed meters to calculate a more accurate daily fee. Results indicate the fee historically has not recouped an estimated 34 percent, or \$1.05 million annually, of lost revenue associated with temporary exclusive use of parking meters.

The SFMTA recommends an updated fee calculation framework based on a geolocation-weighted average to arrive at the daily fee of \$16; this approach takes into account where meters are actually being taken out of service and reflects corresponding forgone revenues, and is fairer to the public who is disadvantaged by the temporary exclusive use of meters.

Description	Current Fee	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
Temporary Exclusive Use of Parking Meter Fee	\$12	\$16	\$16.50

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 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
Parking Meter Use Fee per day per Meter	\$12	\$13	\$14

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 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
SFMTA Parking Permit Fee	\$3,120	\$3,380	\$3,640

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 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
Vehicle Press Permit	\$67	\$67	\$67

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.

The description for sign and parking space removal or relocation will be rephrased to better describe the service provided. An additional fee for multi space parking meter removal or relocation will be created to ensure that requesters are not overcharged.

Description	Current Fee	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
(Establish) Parking Space for temporary relocation of colored curb zones	\$630	\$730	\$740
Removal/relocation of one sign, pole, or parking space	\$630	\$730	\$740
Removal/relocation of one multi space meter and associated parking spaces	NA	\$3,100	\$3,200

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. This fee structure encourages applicants to apply earlier for their Special Event Temporary Signage – ISCOTT, and allow staff adequate time to process requests, produce signs and post signs. The fee structure charges applicants less if they apply 14 days or more before their event, and charges more to the applicant if they apply 13 days or less from their event. For applicants submitting requests through the 311 system, the Temporary Sign Posting fee structure for up to three days remains the same based on number of signs requested, but fees increase annually. Listed is the additional fee for four to seven days. There is a design change fee if the applicant requests a change to the information that was already processed and approved by the Temporary Sign Program.

The Temporary Signage Posting Fees will increase according to AIIP.

Description	Current Fee	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
Application filed 14 days before an event approved by ISCOTT			
1-4 Signs	\$281	\$295	\$302
5-9 Signs	\$376	\$395	\$404
10-15 Signs	\$469	\$493	\$504
16-21 Signs	\$564	\$593	\$606
22-28 Signs	\$656	\$689	\$705
29-35 Signs	\$751	\$789	\$807
36-43 Signs	\$845	\$888	\$908
44-51 Signs	\$940	\$988	\$1,010
52 or More Signs	\$16 for each additional sign	\$17 for each additional sign	\$17 for each additional sign
Self-Posting Fee for Special Events	\$10 per sign	\$10	\$10

Description	Current Fee	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
Application filed 13 or fewer days before an event approved by ISCOTT			
1-4 Signs	\$392	\$412	\$421
5-9 Signs	\$486	\$511	\$522
10-15 Signs	\$580	\$610	\$623
16-21 Signs	\$674	\$708	\$724
22-28 Signs	\$767	\$806	\$824

Description	Current Fee	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
29-35 Signs	\$861	\$905	\$925
36-43 Signs	\$956	\$1,005	\$1,027
44-51 Signs	\$1,050	\$1,104	\$1,128
52 or More Signs	\$16 for each additional sign	\$17 for each additional sign	\$17 for each additional sign
Self-Posting Fee for Special Events	\$10 per sign	\$10	\$10
Application Filed for 311 Temporary Signs (Up to 3 Days)			
1-4 Signs	\$289	\$304	\$310
5-9 Signs	\$384	\$404	\$412
10-15 Signs	\$482	\$507	\$518
16-21 Signs	\$579	\$609	\$622
22-28 Signs	\$673	\$707	\$723
29-35 Signs	\$771	\$810	\$828
36-43 Signs	\$866	\$910	\$930
44-51 Signs	\$964	\$1,013	\$1,035
52 or More Signs	\$16 for each additional sign	\$17 for each additional sign	\$17 for each additional sign
Application Filed for 311 Temporary Signs Additional Fee (4 to 7 days)	\$50	\$53	\$54
Design Change Fee	\$50	\$53	\$54
Self-Posting Fee	\$10 per sign	\$10 per sign	\$10 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.

These fees are being reduced to mitigate potential over-recovery of costs.

Description	Current monthly Fee	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
On-Street Shared Vehicle Permit – Zone 1	\$330	\$130	\$130
On-Street Shared Vehicle Permit – Zone 2	\$233	\$75	\$75
On-Street Shared Vehicle Permit – Zone 3	\$65	\$20	\$20

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

These fees are being reduced to mitigate potential over-recovery of costs .

Description	Current Fee	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
Annual	\$366	\$100	\$100
6-Months	\$182	\$50	\$50

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 according to AIPP.

Description	Current Fee	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
Motor Coach Substitution	\$36.50	\$38	\$39

Citywide Variable Parking Meter Rates: Used by SFpark, variable parking meter rates (also known as demand-responsive pricing) uses price to regulate parking availability, opening spaces and reduces 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 be between \$0.50 an hour and \$8 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.

In 0.2 percent of blocks with the highest demand, the rate has hit its \$8 cap, curtailing SFMTA's capacity to manage parking availability. Raising the parking meter demand-responsive rate cap to \$9 in FY 2021 and \$10 in FY 2022 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 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
Citywide Variable Parking Meter Rates	\$0.50-\$8	\$0.50-\$9	\$0.50-\$10

Electric Vehicle (EV) Chargers in Garages: EV chargers are provided in many public garages to support EV and Hybrid vehicle drivers who want to recharge their battery while parked during their visit to the garage. The EV Charging Station Administrative fee reimburses the MTA for the cost of providing and maintaining the EV charger equipment, the network infrastructure that supports the chargers, and all management and operations. There is also a cap on the maximum cost of a charging session, which includes the administrative fee, credit card fees, as well as the actual electricity being accessed via the chargers.

The EV Charging Station Administrative fee will be removed from the Transportation Code and instead will be posted next to all charging locations so that it can be easily seen, and lowered or raised relative to the cost of providing the service at each location. The maximum total user fee is inclusive of electric costs and will be raised to accommodate larger batteries in newer electric vehicles.

Description	Current Fee	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
Administrative Fee per Charging Session	\$2.00	\$2.50	\$2.60
Electric Vehicle Charging Station User Fee Maximum	\$2.75	\$10.00	\$10.00

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 increase according to AIPP.

Description	Current Fee	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
Permit Application Fee*	\$5,000	\$5,255	\$5,370
Annual Fee			
1 to 5 Vehicles	\$10,000	\$10,510	\$10,740
6 to 25 Vehicles	\$25,000	\$26,275	\$26,850
26 to 50 Vehicles	\$50,000	\$52,550	\$53,700
50 to 100 Vehicles	\$90,000	\$94,590	\$96,660
100 to 150 Vehicles	\$185,000	\$194,435	\$198,690
151 to 250 Vehicles	\$240,000	\$252,240	\$257,760

* 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 to reach full cost recovery within the program and ensure that staff are available to process these analyses in a timely manner.

Description	Current Fee	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
Fee per Case-Transportation Review	\$15,500	\$31,500	\$32,760
Fee per Case-Site Circulation Review	\$3,050	\$5,500	\$5,720

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 to reach full cost recovery within the program and ensure that staff are available to process these analyses in a timely manner.

Description	Current Fee	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
Fee per Case	\$1,000	\$1,225	\$1,300

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 according to AIIP.

Description	Current Fee	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
Permit Application Fee			
Application	\$5,132	\$5,394	\$5,512
Annual / Renewal Fee			
Annual/Renewal Fee	\$36,613	\$38,480	\$39,322

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 according to AIIP.

Description	Current Fee	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
Permit Application Fee			
Application	\$5,132	\$5,394	\$5,512
Annual / Renewal Fee			
Annual/Renewal Fee	\$36,613	\$38,480	\$39,322
Public Property Repair and Maintenance Endowment	\$2,500	\$2,500	\$2,500

Places for People: This fee partially reimburses the SFMTA for staff costs related to the review and approval of applications for projects under the Places for People Program established under Chapter 94A of the Administrative Code that require approval by the SFMTA Board of Directors. This includes SFMTA staff review of and comments on traffic data provided by the applicant including potential traffic circulation impacts, parking and loading impacts, and street sign, striping, or signal changes, as well as SFMTA staff’s analysis of the impact of the proposed project on adjacent SFMTA or San Francisco Public Works projects, staff coordination and presentation of the proposal at interdepartmental meetings, and preparation of a report for the SFMTA Board of Directors. The fee set forth below may not exceed 50 percent of the cost incurred by SFMTA for review and approval of program applications.

The Places for People Application Fee will increase to reach full cost recovery and ensure that staff are available to process these analyses in a timely manner.

Description	Current Fee	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
Fee per Application	\$11,275	\$11,762	\$12,467

Enclosure 4.

Market-Rate Fees

State law includes exemptions to cost recovery requirements for real estate, real property rental, and franchise fees. Market-rate fees may be analyzed using a cost recovery methodology, but cost recovery is not required for these programs by law. Instead, cost recovery analyses are used to understand whether the program is generating revenue or being subsidized by other SFMTA revenues.

Program labor costs were calculated by surveying the total staff hours utilized to run each program in FY 2019; these total staff hours were used as the basis to project labor costs for FY 2021 and FY 2022. Labor costs, benefits, and overhead costs were escalated according to SFMTA's labor agreements. Increased labor costs also account for any known programmatic or policy changes where it is reasonable to assume that these changes will lead to increased costs. AIPP is applied to select 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 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.

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

Fees for motor buses, light rail vehicles, trolley buses, and GO-4s have been eliminated because the SFMTA does not rent these vehicles. Fees for cable cars, historical streetcars, and vintage streetcars are increasing according to AIPP. These proposed fees are not projected to generate a profit for the SFMTA and are subsidized by the agency.

Description	Current Fee	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
Cable Car Two-Hour Minimum Rental Fee	\$891.50	\$937	\$957
Cable Car Each Additional Hour Rental Fee	\$445.75	\$468	\$479
Historical Streetcar Two-Hour Minimum Rental Fee	\$462.50	\$486	\$497
Historical Streetcar Each Additional Hour Rental	\$231.25	\$243	\$248
Vintage Streetcar Two-Hour Minimum Rental Fee	\$689	\$724	\$740

Description	Current Fee	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
Vintage Streetcar Each Additional Hour Rental Fee	\$344.50	\$362	\$370
Motor Bus Two Hour Minimum Rate	\$373.00	Eliminated	Eliminated
Motor Bus Each Additional Hour Rental Fee	\$186.50	Eliminated	Eliminated
Light Rail Vehicle Two Hour Minimum Rate	\$791.25	Eliminated	Eliminated
Light Rail Vehicle Each Additional Hour Rental	\$395.50	Eliminated	Eliminated
Trolley Bus Two Hour Minimum Rate	\$359.00	Eliminated	Eliminated
Trolley Bus Each Additional Hour Rental Fee	\$179.50	Eliminated	Eliminated
GO 4 Two Hour Minimum Rate	\$225.75	Eliminated	Eliminated
GO 4 Each Additional Hour Rental Fee	\$113.00	Eliminated	Eliminated

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 according to AIPP each year.

Description	Current Fee	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
Television Series/Movie/Pilot/Documentary based on the project's budget (in excess of \$500,000) submitted to the Film Commission	\$1,396 per permit issued by Film Commission	\$1,467 per permit issued by Film Commission	\$1,499 per permit issued by Film Commission
Television Series/Movie/Pilot/Documentary based on the project's budget (between \$100,000 and \$500,000) submitted to the Film Commission	\$698 per permit issued by Film Commission	\$734 per permit issued by Film Commission	\$750 per permit issued by Film Commission
Television Series/Movie/Pilot/Documentary based the project's budget (less than \$100,000) submitted to the Film Commission	\$349 per permit issued by Film Commission	\$367 per permit issued by Film Commission	\$375 per permit issued by Film Commission

Description	Current Fee	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
Commercials	\$698 per permit issued by Film Commission	\$734 per permit issued by Film Commission	\$750 per permit issued by Film Commission
Still Photography/ Corporate/Music Video/Industrial/Web Content/Short (40 minutes or less)	\$349 per permit issued by Film Commission	\$367 per permit issued by Film Commission	\$375 per permit issued by Film Commission
Travel shows promoting San Francisco, as determined by the Film Commission.	\$100 per permit issued by Film Commission	\$105 per permit issued by Film Commission	\$107 per permit issued by Film Commission
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	\$58 per permit issued by Film Commission	\$61 per permit issued by Film Commission	\$62 per permit issued by Film Commission
By qualified Non-Profit or Government Agency (or Public Service Announcement) as determined by the Film Commission*	\$0	\$0	\$0

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

Enclosure 5.

Citations and Fines

Fines have been adjusted based on the SFMTA’s AIP, except for nuisance fines marked with an asterisk (*), or fines that are aligned with Vision Zero and Transit First goals, which are marked with two asterisks (**). Nuisance fines have been reduced, held constant, or raised at a rate lower than the automatic inflator to maintain stratification compared to more serious infractions. Fines aligned with Vision Zero and Transit First goals have been increased at a rate higher than the automatic inflator to discourage adverse behaviors. All fines are subject to maximum amounts permitted by California State Law.

PEDESTRIANS AND SIDEWALKS

TRANSPORTATION CODE SECTION	DESCRIPTION	Current Fine Amount	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
Div I 7.2.10	Pedestrian Crossings	\$72	\$76	\$77
Div I 7.2.11	Electric Assistive Personal Mobility Devices**	\$72	\$112	\$112
Div I 7.2.12	Bicycle Riding Restricted**	\$100	\$112	\$112
Div I 7.2.13	NUV Violation**	\$72	\$112	\$112

ON-STREET PARKING

TRANSPORTATION CODE SECTION	DESCRIPTION	Current Fine Amount	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
Div I 7.2.20	Residential Parking	\$90	\$95	\$97
Div I 7.2.22	Street Cleaning	\$79	\$83	\$85
Div I 7.2.23(a)	Parking Meter- Downtown Core*	\$90	\$94	\$96
Div I 7.2.23(b)	Parking Meter- Outside Downtown Core*	\$79	\$84	\$87
Div I 7.2.25	Red Zone	\$110	\$112	\$112
Div I 7.2.26	Yellow Zone	\$106	\$110	\$112
Div I 7.2.27	White Zone	\$110	\$112	\$112
Div I 7.2.28	Green Zone*	\$90	\$90	\$90

TRANSPORTATION CODE SECTION	DESCRIPTION	Current Fine Amount	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
Div I 7.2.29	Parking for Three Days*	\$110	\$75	\$75
Div I 7.2.30(a)	Overtime Parking Downtown Core	\$90	\$94	\$96
Div I 7.2.30(b)	Overtime Parking Outside Downtown Core	\$79	\$84	\$87
Div I 7.2.30(c)	Overtime Meter Parking Downtown Core	\$90	\$94	\$96
Div I 7.2.30(d)	Overtime Meter Parking Outside Downtown Core	\$79	\$84	\$87
Div I 7.2.32	Angled Parking*	\$72	\$72	\$72
Div I 7.2.33	Blocking Residential Door	\$56	\$59	\$60
Div I 7.2.34	Median Dividers and Islands	\$90	\$95	\$97
Div I 7.2.35	Parking on Grades*	\$72	\$65	\$60
Div I 7.2.36	100 Feet Oversize	\$110	\$112	\$112
Div I 7.2.37	Motorcycle Parking	\$110	\$112	\$112
Div I 7.2.38	Parking in Stand	\$110	\$112	\$112
Div I 7.2.39	Parking Transit- Only	\$110	\$112	\$112
Div I 7.2.40	Tow-Away Zone- Downtown Core	\$110	\$112	\$112
Div I 7.2.41	Tow-Away Zone- Outside Downtown Core	\$106	\$110	\$112
Div I 7.2.42	Parking Restrictions	\$106	\$110	\$112
Div I 7.2.43	Parking-Public Property*	\$79	\$79	\$79

TRANSPORTATION CODE SECTION	DESCRIPTION	Current Fine Amount	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
Div I 7.2.44	Misuse Disabled Parking Placard/License	\$866	\$866	\$866
Div I 7.2.45	Temporary Parking Restriction	\$79	\$83	\$85
Div I 7.2.46	Temporary Construction Zone	\$79	\$83	\$85
Div I 7.2.47	Remove Chalk	\$110	\$112	\$112
Div I 7.2.48	Repairing Vehicle	\$97	\$102	\$104
Div I 7.2.49	Permit on Wrong Car	\$110	\$112	\$112
Div I 7.2.50	Invalid Permit	\$110	\$112	\$112
Div I 7.2.51	Parking Marked Space*	\$72	\$65	\$67
Div I 7.2.52	On-Streetcar Share Parking	\$110	\$112	\$112
Div I 7.2.54	Large Vehicle	\$110	\$112	\$112

OFF-STREET PARKING

TRANSPORTATION CODE SECTION	DESCRIPTION	Current Fine Amount	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
Div I 7.2.60	Parking Facility Charges*	\$72	\$72	\$72
Div I 7.2.61	Entrance/Exit Parking Facility*	\$100	\$100	\$100
Div I 7.2.62	Blocking Space Parking Facility	\$72	\$76	\$77
Div I 7.2.63	Speeding within Parking Facility	\$100	\$105	\$107
Div I 7.2.64	Block Charging Bay	\$110	\$112	\$112
Div I 7.2.65	Overtime Parking- Off Street Parking Meter*	\$79	\$79	\$79
Div I 7.2.66	Misuse Disabled Parking Placard/License Plate	\$866	\$866	\$866

TRANSPORTATION CODE SECTION	DESCRIPTION	Current Fine Amount	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
Div II 1009	SFMTA Property**	\$79	\$112	\$112

TRAFFIC REGULATIONS

TRANSPORTATION CODE SECTION	DESCRIPTION	Current Fine Amount	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
Div I 7.2.70	Obstruction of Traffic-Vehicle	\$110	\$112	\$112
Div I 7.2.71	Obstruction of Traffic Without Permit	\$654	\$687	\$702
Div I 7.3.3	Obstruction of Traffic Without Permit	\$1,000, or six months in jail, or both (4th or more offenses within one 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	\$85	\$89	\$91
Div I 7.2.73	Driving Through Parades	\$100	\$105	\$107
Div I 7.2.74	Streetcar Right- of- Way	\$100	\$105	\$107
Div I 7.2.75	Passing Safety Zones	\$100	\$105	\$107
Div I 7.2.76	Removal of Vehicles- Collision	\$100	\$105	\$107
Div I 7.2.77	Weight Restricted Streets	\$100	\$105	\$107

COMMERCIAL VEHICLES

TRANSPORTATION CODE SECTION	DESCRIPTION	Current Fine Amount	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
Div I 7.2.80	Vehicles for Hire Parking	\$110	\$112	\$112

TRANSPORTATION CODE SECTION	DESCRIPTION	Current Fine Amount	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
Div I 7.2.81	Advertising Sign	\$110	\$112	\$112
Div I 7.2.82	Selling from Vehicle	\$110	\$112	\$112
Div I 7.2.83	Truck Loading Zone	\$106	\$112	\$112
Div I 7.2.84	Commercial Vehicle Parking Restrictions	\$110	\$112	\$112
Div I 7.2.86	Idling Engine While Parked	\$100	\$105	\$107
Div I 7.2.87	Commercial Passenger Vehicle Street Restrictions	\$110	\$112	\$112
Div I 7.2.88	For Sale Sign*	\$72	\$72	\$72

TRANSIT VIOLATIONS

TRANSPORTATION CODE SECTION	DESCRIPTION	Current Fine Amount	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
Div I 7.2.101	Fare Evasion – Adult *	\$125	\$125	\$125
Div I 7.2.102	Passenger Misconduct – Adult*	\$125	\$125	\$125
Div I 7.2.103	Fare Evasion - Youth Violation*	\$64	\$64	\$64
Div I 7.2.104	Passenger Misconduct - Youth Violation*	\$64	\$64	\$64

California Vehicle Code Penalty Schedule ***

CODE SECTION	DESCRIPTION	Current Fine Amount	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
VC4461C	Displaying Placard Not Issued to Person	\$866	\$866	\$866
VC4462B	Improper Registered Plates	\$121	\$121	\$121
VC4463C	Fraudulent Display of Placard	\$866	\$866	\$866
VC4464	Altered Plates	\$121	\$121	\$121

CODE SECTION	DESCRIPTION	Current Fine Amount	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
VC5200	Display License Plates	\$121	\$121	\$121
VC5201	Plates/Mounting	\$121	\$121	\$121
VC5201B	Plate Cover	\$121	\$121	\$121
VC5202	No Plates	\$121	\$121	\$121
VC5204A	Tabs	\$121	\$121	\$121
VC21113A	School/Pub Ground	\$85	\$89	\$91
VC21211 (38N)	Bicycle Path/Lanes**	\$142	\$162	\$162
VC22500A	Parking in Intersection	\$110	\$112	\$112
VC22500B	Parking in Crosswalk	\$110	\$112	\$112
VC22500C	Safety Zone	\$110	\$112	\$112
VC22500D	15 ft. Fire Station	\$110	\$112	\$112
VC22500E	Driveway	\$110	\$112	\$112
VC22500F	On Sidewalk	\$110	\$112	\$112
VC22500G	Excavation	\$72	\$76	\$77
VC22500H	Double Parking	\$110	\$112	\$112
VC22500I	Bus Zone**	\$288	\$350	\$357
VC22500J	Tube or Tunnel	\$72	\$76	\$77
VC22500K	Bridge	\$72	\$76	\$77
VC22500L	Wheelchair Access	\$288	\$400	\$416
VC22500.1 (32.4.A)	Parking in Fire Lane	\$90	\$95	\$97
VC22502A	Over 18 inches From Curb	\$72	\$76	\$77
VC22502B	Wrong Way Parking	\$72	\$76	\$77
VC22502E	One-Way Road/Parking	\$72	\$76	\$77
VC22505B	Unauthorized Stopping	\$72	\$76	\$77
VC22507.8A	Parking in blue zone*	\$866	\$400	\$416
VC22507.8B	Blocking Access to Blue Zone*	\$866	\$400	\$416
VC22507.8C	Parking in the crosshatch area adjacent to a blue zone*	\$866	\$400	\$416
VC22514	Fire hydrant	\$110	\$112	\$112
VC22515A	Unattended motor vehicles	\$106	\$111	\$114
VC22515B	Unsecured motor vehicles	\$106	\$111	\$114
VC22516	Locked vehicles	\$85	\$89	\$91
VC22521	Railroad tracks	\$110	\$112	\$112
VC22522	W/3 ft. wheelchair ramp*	\$298	\$298	\$298
VC22523A	Abandoned vehicle/highway	\$229	\$241	\$246
VC22523B	Abandoned vehicle/public or private prop	\$229	\$241	\$246
VC22526A	Block/intersection**	\$110	\$209	\$209

CODE SECTION	DESCRIPTION	Current Fine Amount	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
VC22526B	Block/intersection while Turning**	\$110	\$209	\$209
VC23333	Park/Vehicle Crossing	\$85	\$162	\$162

*** The California State Legislature has imposed additional fees applicable to all parking citations. As a result, the total fine amount for parking citations includes the following fees: \$4.50 for the state courthouse construction fee, \$2.50 for the local courthouse construction fee, and \$3 for the Trial Court Trust Fund.

Enclosure 6.

Off-Street Parking Rates and Fees

Garage Rates

As a part of the *SFpark* program, off street parking/garage rates are subject to the variable parking meter rate (demand responsive pricing). Asterisks (*) designate that rates are subject to the variable parking meter rate, which is currently capped at \$8, and is proposed to increase to \$9 in FY 2021 and \$10 in FY 2022.

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

16th & Goff St Garage

Transient rates	Current Year	FY 2021 Rate	FY 2022 Rate
Midnight-9am hourly	<i>SFpark</i> program	*	*
9am-Noon hourly	<i>SFpark</i> program	*	*
Noon-3pm hourly	<i>SFpark</i> program	*	*
3pm-6pm hourly	<i>SFpark</i> program	*	*
6pm-Midnight hourly	<i>SFpark</i> program	*	*
Daily Maximum/Lost Ticket	<i>SFpark</i> program	*	*
Enter before 8:30am (stay at least	<i>SFpark</i> program	*	*
Exit after 6:30pm (stay at least 3 hours)	<i>SFpark</i> program	*	*
Monthly	Current Year	FY 2021 Rate	FY 2022 Rate
Reserved	<i>SFpark</i> program	*	*
Regular	<i>SFpark</i> program	*	*
Carshare / Car Pool	<i>SFpark</i> program	*	*
Mon-Fri Daytime	<i>SFpark</i> program	*	*
Other	Current Year	FY 2021 Rate	FY 2022 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

Transient rates	Current Year	FY 2021 Rate	FY 2022 Rate
Midnight-9am hourly	SFpark program	*	*
9am-Noon hourly	SFpark program	*	*
Noon-3pm hourly	SFpark program	*	*
3pm-6pm hourly	SFpark program	*	*
6pm-Midnight hourly	SFpark program	*	*
Daily Maximum/Lost Ticket	SFpark program	*	*
Early Bird (enter before 8:30am,	SFpark program	*	*
Motorcycle (daily)	SFpark program	*	*
Enter before 8:30am (stay at least	SFpark program	*	*
Exit after 6:30pm (stay at least 3	SFpark program	*	*
Monthly	Current Year	FY 2021 Rate	FY 2022 Rate
Reserved	SFpark program	*	*
Regular	SFpark program	*	*
Carshare / Car Pool	SFpark program	*	*
Resident	SFpark program	*	*
Motorcycle	SFpark program	*	*
Other	Current Year	FY 2021 Rate	FY 2022 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

Transient rates	Current Year	FY 2021 Rate	FY 2022 Rate
Midnight-9am hourly	SFpark program	*	*
9am-Noon hourly	SFpark program	*	*
Noon-3pm hourly	SFpark program	*	*
3pm-6pm hourly	SFpark program	*	*
6pm-Midnight hourly	SFpark program	*	*
Daily Maximum/Lost Ticket (Mon-Sat)	SFpark program	*	*
Daily Maximum/Lost Ticket (Sunday)	SFpark program	*	*
Early Bird (enter before 8:30am,	SFpark program	*	*
Motorcycle (daily)	SFpark program	*	*
Enter before 8:30am (stay at least	SFpark program	*	*
Exit after 6:30pm (stay at least 3	SFpark program	*	*
Reserved	SFpark program	*	*
Regular	SFpark program	*	*
Carshare / Car Pool	SFpark program	*	*
Motorcycle	SFpark program	*	*
Other	Current Year	FY 2021 Rate	FY 2022 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

Transient rates	Current Year	FY 2021 Rate	FY 2022 Rate
Midnight-9am hourly	SFpark program	*	*
9am-Noon hourly	SFpark program	*	*
Noon-3pm hourly	SFpark program	*	*
3pm-6pm hourly	SFpark program	*	*
6pm-Midnight hourly	SFpark program	*	*
Daily Maximum/Lost Ticket	SFpark program	*	*
Motorcycle (daily)	SFpark program	*	*
Enter before 8:30am (stay at least 3 hours)	SFpark program	*	*
Exit after 6:30pm (stay at least 3 hours)	SFpark program	*	*
Monthly	Current Year	FY 2021 Rate	FY 2022 Rate
Reserved	SFpark program	*	*
Reserved area	SFpark program	*	*
Regular	SFpark program	*	*
Carshare / Car Pool	SFpark program	*	*
Motorcycle	SFpark program	*	*
Other	Current Year	FY 2021 Rate	FY 2022 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

Transient rates	Current Year	FY 2021 Rate	FY 2022 Rate
Midnight-9am hourly	SFpark program	*	*
9am-Noon hourly	SFpark program	*	*
Noon-3pm hourly	SFpark program	*	*
3pm-6pm hourly	SFpark program	*	*
6pm-Midnight hourly	SFpark program	*	*
Weekend (daily)	SFpark program	*	*
Daily Maximum/Lost Ticket	SFpark program	*	*
Early Bird (enter before 8:30am, exit before close)	SFpark program	*	*
Motorcycle (daily)	SFpark program	*	*
Park & Ride validation (daily)	SFpark program	*	*
Enter before 8:30am (stay at least	SFpark program	*	*
Exit after 6:30pm (stay at least 3 hours)	SFpark program	*	*
Monthly	Current Year	FY 2021 Rate	FY 2022 Rate
Reserved	SFpark program	*	*
Regular	SFpark program	*	*
Carshare / Car Pool	SFpark program	*	*
Mon-Fri Evening	SFpark program	*	*
Motorcycle	SFpark program	*	*
Other	Current Year	FY 2021 Rate	FY 2022 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

Transient rates	Current Year	FY 2021 Rate	FY 2022 Rate
Midnight-9am hourly	SFpark program	*	*
9am-Noon hourly	SFpark program	*	*
Noon-3pm hourly	SFpark program	*	*
3pm-6pm hourly	SFpark program	*	*
6pm-Midnight hourly	SFpark program	*	*
Daily Maximum/Lost Ticket	SFpark program	*	*
Early Bird (enter before 8:30am, exit before close)	SFpark program	*	*
Motorcycle (daily)	SFpark program	*	*
Enter before 8:30am (stay at least 3 hours)	SFpark program	*	*
Exit after 6:30pm (stay at least 3 hours)	SFpark program	*	*
Monthly	Current Year	FY 2021 Rate	FY 2022 Rate
Reserved	SFpark program	*	*
Regular	SFpark program	*	*
Carshare / Car Pool	SFpark program	*	*
Mon-Fri	SFpark program	*	*
Motorcycle	SFpark program	*	*
Other	Current Year	FY 2021 Rate	FY 2022 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

Transient rates	Current Year	FY 2021 Rate	FY 2022 Rate
Midnight-9am hourly	SFpark program	*	*
9am-Noon hourly	SFpark program	*	*
Noon-3pm hourly	SFpark program	*	*
3pm-6pm hourly	SFpark program	*	*
6pm-Midnight hourly	SFpark program	*	*
Daily Maximum/Lost Ticket	SFpark program	*	*
Early Bird (enter before 8:30am, exit before close)	SFpark program	*	*
Enter before 8:30am (stay at least 3 hours)	SFpark program	*	*
Exit after 6:30pm (stay at least 3 hours)	SFpark program	*	*
Monthly	Current Year	FY 2021 Rate	FY 2022 Rate
Reserved	SFpark program	*	*
Regular	SFpark program	*	*
Carshare / Car Pool	SFpark program	*	*
Motorcycle	SFpark program	*	*
Other	Current Year	FY 2021 Rate	FY 2022 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

Transient rates	Current Year	FY 2021 Rate	FY 2022 Rate
Midnight-9am hourly	SFpark program	*	*
9am-Noon hourly	SFpark program	*	*
Noon-3pm hourly	SFpark program	*	*
3pm-6pm hourly	SFpark program	*	*
6pm-Midnight hourly	SFpark program	*	*
Daily Maximum/Lost Ticket	SFpark program	*	*
Enter before 8:30am (stay at least 3 hours)	SFpark program	*	*
Exit after 6:30pm (stay at least 3 hours)	SFpark program	*	*
Monthly	Current Year	FY 2021 Rate	FY 2022 Rate
Reserved	SFpark program	*	*
Regular	SFpark program	*	*
Carshare / Car Pool	SFpark program	*	*

Transient rates	Current Year	FY 2021 Rate	FY 2022 Rate
Mon-Fri Daytime	SFpark program	*	*
Mon-Fri Evening	SFpark program	*	*
Motorcycle	SFpark program	*	*
Other	Current Year	FY 2021 Rate	FY 2022 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

Transient rates	Current Year	FY 2021 Rate	FY 2022 Rate
Midnight-9am hourly	SFpark program	*	*
9am-Noon hourly	SFpark program	*	*
Noon-3pm hourly	SFpark program	*	*
3pm-6pm hourly	SFpark program	*	*
6pm-Midnight hourly	SFpark program	*	*
Daily Maximum/Lost Ticket	SFpark program	*	*
Early Bird (enter before 8:30am, exit before close; does not apply on days when the Moscone Center is hosting a major event)	SFpark program	*	*
Enter before 8:30am (stay at least 3 hours)	SFpark program	*	*
Exit after 6:30pm (stay at least 3 hours)	SFpark program	*	*
Monthly	Current Year	FY 2021 Rate	FY 2022 Rate
Reserved	SFpark program	*	*
Regular	SFpark program	*	*
Carshare / Car Pool	SFpark program	*	*
Other	Current Year	FY 2021 Rate	FY 2022 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

Transient rates	Current Year	FY 2021 Rate	FY 2022 Rate
0-1 Hour	SFpark program	*	*
1-2 Hours	SFpark program	*	*
2-3 Hours	SFpark program	*	*
3-4 Hours	SFpark program	*	*
4-5 Hours	SFpark program	*	*
5-6 Hours	SFpark program	*	*
6-7 Hours	SFpark program	*	*
7-8 Hours	SFpark program	*	*
8-9 Hours	SFpark program	*	*
9-10 Hours	SFpark program	*	*
Daily Maximum/Lost Ticket	SFpark program	*	*
Early Bird	SFpark program	*	*
Motorcycle (daily)	SFpark program	*	*
Monthly	Current Year	FY 2021	FY 2022 Rate
Reserved	SFpark program	*	*
Regular	SFpark program	*	*
Carshare / Car Pool	SFpark program	*	*
Restricted (weekend and evening: enter after 6pm/exit by 9am next day)	SFpark program	*	*
Motorcycle	SFpark program	*	*
Other	Current Year	FY 2021	FY 2022 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

Transient rates	Current Year	FY 2021 Rate	FY 2022 Rate
Midnight-9am hourly	SFpark program	*	*
9am-Noon hourly	SFpark program	*	*
Noon-3pm hourly	SFpark program	*	*
3pm-6pm hourly	SFpark program	*	*
6pm-Midnight hourly	SFpark program	*	*
Daily Maximum/Lost Ticket	SFpark program	*	*
Early Bird (enter before 8:30am, exit before close)	SFpark program	*	*
Motorcycle (daily)	SFpark program	*	*
Enter before 8:30am (stay at least 3 hours)	SFpark program	*	*
Exit after 6:30pm (stay at least 3 hours)	SFpark program	*	*
Monthly	Current Year	FY 2021 Rate	FY 2022 Rate
Reserved	SFpark program	*	*
Regular	SFpark program	*	*
Carshare / Car Pool	SFpark program	*	*
Mon-Fri	SFpark program	*	*
Motorcycle	SFpark program	*	*
Other	Current Year	FY 2021 Rate	FY 2022 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

Transient rates	Current Year	FY 2021	FY 2022 Rate
0-1 Hour	SFpark program	*	*
1-2 Hours	SFpark program	*	*
2-3 Hours	SFpark program	*	*
3-4 Hours	SFpark program	*	*
4-5 Hours	SFpark program	*	*
5-6 Hours	SFpark program	*	*
6-7 Hours	SFpark program	*	*
7-8 Hours	SFpark program	*	*
8-9 Hours	SFpark program	*	*
9-10 Hours	SFpark program	*	*
Daily Maximum/Lost Ticket	SFpark program	*	*
Early Bird (enter before 9am and exit by 7pm)	SFpark program	*	*
Overnight (Mon-Fri) (enter after 9pm and exit by 9am next day:	SFpark program	*	*
Monthly	Current Year	FY 2021	FY 2022 Rate
Reserved	SFpark program	*	*
Regular	SFpark program	*	*
Carshare / Car Pool	SFpark program	*	*
Restricted (Mon-Sat – during operating hours only)	SFpark program	*	*
Restricted (Mon-Fri evening and Sat – enter after 6pm and exit	SFpark program	*	*
Other	Current Year	FY 2021	FY 2022 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

Transient rates	Current Year	FY 2021	FY 2022 Rate
0-1 Hour	SFpark program	*	*
1-2 Hours	SFpark program	*	*
2-3 Hours	SFpark program	*	*
3-4 Hours	SFpark program	*	*
4-5 Hours	SFpark program	*	*
5-6 Hours	SFpark program	*	*
6-7 Hours	SFpark program	*	*
7-8 Hours	SFpark program	*	*
8-9 Hours	SFpark program	*	*
9-10 Hours	SFpark program	*	*
Evenings (enter after 5pm and exit by 4am)	SFpark program	*	*
Daily Maximum/Lost	SFpark program	*	*
Monthly	Current Year	FY 2021	FY 2022 Rate
Reserved	SFpark program	*	*
Regular	SFpark program	*	*
Carshare / Car Pool	SFpark program	*	*
Restricted (Mon-Fri, 7AM-	SFpark program	*	*
Restricted (Sat-Sun, 6PM-	SFpark program	*	*
Other	Current Year	FY 2021	FY 2022 Rate
Late Monthly Payment	\$38	\$40	\$41
New Account Activation	\$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

Transient rates	Current Year	FY 2021 Rate	FY 2022 Rate
Midnight-9am hourly	SFpark program	*	*
9am-Noon hourly	SFpark program	*	*
Noon-3pm hourly	SFpark program	*	*
3pm-6pm hourly	SFpark program	*	*
6pm-Midnight hourly	SFpark program	*	*
Daily Maximum/Lost Ticket	SFpark program	*	*
Early Bird (enter before 8:30am, exit before Midnight)	SFpark program	*	*
Enter before 8:30am (stay at least 3 hours)	SFpark program	*	*

Exit after 6:30pm (stay at least 3 hours)	SFpark program	*	*
Monthly	Current Year	FY 2021 Rate	FY 2022 Rate
Reserved	SFpark program	*	*
Regular	SFpark program	*	*
Carshare / Car Pool	SFpark program	*	*
Motorcycle	SFpark program	*	*
Other	Current Year	FY 2021 Rate	FY 2022 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

Transient rates	Current Year	FY 2021 Rate	FY 2022 Rate
0-1 Hour	SFpark program	*	*
1-2 Hours	SFpark program	*	*
2-3 Hours	SFpark program	*	*
3-4 Hours	SFpark program	*	*
4-5 Hours	SFpark program	*	*
5-6 Hours	SFpark program	*	*
6-7 Hours	SFpark program	*	*
7-8 Hours	SFpark program	*	*
Daily Maximum/Lost Ticket	SFpark program	*	*
Motorcycle (daily)	SFpark program	*	*
Monthly	Current Year	FY 2021 Rate	FY 2022 Rate
Regular	SFpark program	*	*
Restricted evenings	SFpark program	*	*
Carshare / Car Pool	SFpark program	*	*
Motorcycle	SFpark program	*	*
Other	Current Year	FY 2021 Rate	FY 2022 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

Sutter Stockton Garage

Transient rates	Current Year	FY 2021 Rate	FY 2022 Rate
Midnight-9am hourly	SFpark program	*	*
9am-Noon hourly	SFpark program	*	*
Noon-3pm hourly	SFpark program	*	*
3pm-6pm hourly	SFpark program	*	*
6pm-Midnight hourly	SFpark program	*	*
Daily Maximum/Lost Ticket (Mon-Sat)	SFpark program	*	*
Daily Maximum/Lost Ticket (Sunday)	SFpark program	*	*
Motorcycle (daily)	SFpark program	*	*
Enter before 8:30am (stay at least 3 hours)	SFpark program	*	*
Exit after 6:30pm (stay at least 3 hours)	SFpark program	*	*
Monthly	Current Year	FY 2021 Rate	FY 2022 Rate
Reserved	SFpark program	*	*
Regular	SFpark program	*	*
Carshare / Car Pool	SFpark program	*	*
Motorcycle	SFpark program	*	*
Other	Current Year	FY 2021 Rate	FY 2022 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	50% of Daily Maximum	50% of Daily Maximum	50% of Daily Maximum
Special Event Rate	\$7-\$55	\$8-\$58	\$8-\$59

Union Square Garage

Transient rates	Current Year	FY 2021 Rate	FY 2022 Rate
Midnight-9am hourly	SFpark program	*	*
9am-Noon hourly	SFpark program	*	*
Noon-3pm hourly	SFpark program	*	*
3pm-6pm hourly	SFpark program	*	*
6pm-Midnight hourly	SFpark program	*	*
Daily Maximum/Lost Ticket	SFpark program	*	*
Motorcycle (daily)	SFpark program	*	*

Transient rates	Current Year	FY 2021 Rate	FY 2022 Rate
Enter before 8:30am (stay at least 3 hours)	SFpark program	*	*
Exit after 6:30pm (stay at least 3 hours)	SFpark program	*	*
Monthly	Current Year	FY 2021 Rate	FY 2022 Rate
Reserved	SFpark program	*	*
Regular	SFpark program	*	*
Carshare / Car Pool	SFpark program	*	*
Motorcycle	SFpark program	*	*
Other	Current Year	FY 2021 Rate	FY 2022 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

Transient rates	Current Year	FY 2021 Rate	FY 2022 Rate
0-1 Hour	SFpark program	*	*
1-2 Hours	SFpark program	*	*
2-3 Hours	SFpark program	*	*
3-4 Hours	SFpark program	*	*
4-5 Hours	SFpark program	*	*
5-6 Hours	SFpark program	*	*
6-7 Hours	SFpark program	*	*
7-8 Hours	SFpark program	*	*
8-9 Hours	SFpark program	*	*
9-10 Hours	SFpark program	*	*
Daily Maximum/Lost Ticket	SFpark program	*	*
Early Bird	SFpark program	*	*
Motorcycle (daily)	SFpark program	*	*
Monthly	Current Year	FY 2021 Rate	FY 2022 Rate
Reserved	SFpark program	*	*
Regular	SFpark program	*	*
Carshare / Car Pool	SFpark program	*	*

Transient rates	Current Year	FY 2021 Rate	FY 2022 Rate
Restricted (weekend and evening: enter after 6pm, exit by 9am next day)	SFpark program	*	*
Other	Current Year	FY 2021 Rate	FY 2022 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

Transient rates	Current Year	FY 2021 Rate	FY 2022 Rate
0-1 Hour	SFpark program	*	*
1-2 Hours	SFpark program	*	*
2-3 Hours	SFpark program	*	*
3-4 Hours	SFpark program	*	*
4-5 Hours	SFpark program	*	*
5-6 Hours	SFpark program	*	*
6-7 Hours	SFpark program	*	*
7-8 Hours	SFpark program	*	*
8-9 Hours	SFpark program	*	*
9-10 Hours	SFpark program	*	*
Daily Maximum/Lost Ticket	SFpark program	*	*
Juror	SFpark program	*	*
Weekend, Holiday	SFpark program	*	*
Early Bird	SFpark program	*	*
Motorcycle (daily)	SFpark program	*	*
Monthly			
Reserved	SFpark program	*	*
Regular	SFpark program	*	*
Carshare / Car Pool	SFpark program	*	*
Restricted (weekend and evening: enter after 6pm, exit by 9am next day)	SFpark program	*	*
Other		FY 2021 Rate	FY 2022 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

Transient rates	Current Year	FY 2021 Rate	FY 2022 Rate
Special Event Rate	\$7-\$55	\$8-\$58	\$8-\$59