



Budget Proposal: Cost Recovery Fees

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 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 increased according to SFMTA's labor agreements. 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. AllIP 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
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	\$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
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 T	\$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

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
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.

SFMTA staff is proposing to create a new ISCOTT permit fee category for “Community Events” to encourage nonprofit and community-centered use of the ISCOTT Permit Program. The permit is restricted to bona fide nonprofits; City departments or agencies; churches or other religious institutions, or secular institutions of a similar nature; and school PTAs or other organizations related to or supportive of schools. The fee structure encourages earlier applications and this new permit provides more opportunity for neighborhood and community groups to seek temporary street closure permits from ISCOTT.

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
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

Temporary Street Closure Fees	Current Fee	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
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 work being performed, 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 full cost 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 highest processing fee assessed by \$50, while lowering the processing fees for those owing in the range from \$151 to \$600 in fine amounts by \$25.

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

*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 increased 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	\$75	\$75	\$75
One-Time Waiver Boot Removal Fee – Individuals Experiencing Homelessness	N/A	\$0	\$0

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 create a one-time tow fee waiver for HSH-approved individuals experiencing homelessness, so that the total cost of a tow is more equitable for anyone who is unhoused. In addition, the agency proposes to increase the storage fee waiver from three to 15 days for low-income and people experiencing homelessness tows and eliminate the flatbed fee and transfer fees so that the 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	\$268	\$275
SFMTA Administrative Fee (After First Time Towed for All)	\$298.75	\$318	\$325

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 (Light Duty)	\$238.25	\$256	\$268
Tow Fee (Medium Duty)	\$358.50	\$256	\$268
Tow Fee (Heavy Duty)	\$567.50	\$256	\$268

One-Time Tow Fee Waiver for People Certified as Experiencing Homelessness	N/A	\$0	\$0
Tow Fee (Low-Income)	N/A	\$100	\$100
Each Additional 1/4 Hour Labor Required	\$50.50	Eliminated	Eliminated
Medium Duty Vehicles Over 10,000 GVW (e.g. trucks, buses and unattached trailers) - Up to 1 Hour	\$275.75	Eliminated	Eliminated
Each Additional 1/4 Hour Labor Required	\$62.75	Eliminated	Eliminated
Heavy Duty Vehicles Over 26,000 GVW (e.g. buses, tractor trucks and/or trailers) - Up to 1 Hour	\$436.50	Eliminated	Eliminated
Each Additional 1/4 Hour Labor Required	\$76.25	Eliminated	Eliminated
Dolly	\$77.50	\$46	\$47
Flatbed	\$103.25	Eliminated	Eliminated

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	\$21.50	\$22
Storage Fee – Motorcycles/Scooters – every full calendar day (or part thereof) following the first 24 hours	\$24.00	\$26	\$27
Storage Fee – Passenger/Light/Duty Vehicles (other than motorcycles/scooters) first 24 hours or part thereof	\$52.25	\$56.50	\$58
Storage Fee – Light Duty Vehicles (other than motorcycles/scooters) every full calendar day (or part thereof) following the first 24 hours	\$62.50	\$67.50	\$69.50
Storage Fee – Medium Duty Vehicles – first 24 hours or part thereof	\$72.25	\$78	\$80.50
Storage Fee – Medium Duty Vehicles – every full calendar day (or part thereof) following the first 24 hours	\$86.50	\$93.50	\$96
Storage Fee – Heavy Duty Vehicles – first 24 hours or part thereof	\$106.25	\$115	\$118
Storage Fee – Heavy Duty Vehicles – every full calendar day (or part thereof) following the first 24 hours	\$127.50	\$138	\$142

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	Eliminated	Eliminated
Medium Duty Vehicles	\$138.00	Eliminated	Eliminated
Heavy Duty Vehicles	\$222.75	Eliminated	Eliminated

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	\$45	\$45
\$250 - \$499.99	\$132.75	\$75	\$75
\$500 - \$999.99	\$173.25	\$150	\$150
\$1,000 - \$1,499.99	\$231.00	\$250	\$250
\$1,500 - \$1,999.99	\$300.00	\$350	\$350
\$2,000 - \$2,499.99	\$375.25	\$450	\$450
\$2,500 - \$4,999.99	\$473.25	\$750	\$750
\$5,000 and above	\$773.50	\$1,000	\$1,000

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 Hours	\$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	\$256	\$263
Tow-back service for Light Duty Vehicles – each additional 1/4 hour (or part thereof) of labor	\$58.25	Eliminated	Eliminated
Tow-back service for Medium Duty Vehicles – first hour (or part thereof) of labor	\$358.50	Eliminated	Eliminated
Tow-back service for Medium Duty Vehicles – each additional 1/4 hour (or part thereof) of labor	\$72.50	Eliminated	Eliminated
Tow-back service for Heavy Duty Vehicles – first hour (or part thereof) of labor	\$567.50	Eliminated	Eliminated
Tow-back service for Heavy Duty Vehicles – each additional 1/4 hour (or part thereof) of labor	\$88.25	Eliminated	Eliminated
Additional per-mile fee after 6 miles for any portion of tow back occurring outside the limits of the City	\$11.50	Eliminated	Eliminated

Special Collection Fee: These are fees assessed to delinquent parking citation collections. Late penalties are increased by AIIP. 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 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 AIIP.

Description	Current Fee	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
Removal of up to two parking	\$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 AIIP.

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	\$70	\$72

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 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

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 AIPP.

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
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

Description	Current Fee	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
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			
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 AIIP.

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 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 existing EV Charging Station User 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. The fee for a charging session is currently capped at \$2.75 per charging session.

The Transportation Code will be amended to authorize the Director of Transportation to determine the user fee for each parking facility, which shall not exceed a maximum of \$10 per charging session. The applicable fee for each EV Charging Station 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 total user fee shall be determined by calculating (1) the cost of electricity used for a charging session, (2) an administrative fee reflecting SFMTA’s costs to manage, operate, and maintain electric vehicle charging stations, and manage the program, and (3) credit card processing fees.

Description	Current Fee	Proposed Effective July 1,	FY 2022 Proposed Effective July 1, 2021
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 AIIP.

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 review requests 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 50 percent 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

Service Vehicle Rental and 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.

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. 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 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 to recover fees associated with maintenance, operations and administering vehicle rentals. A separate category for fees entitled "Vintage Streetcar" has been created to reflect higher preparatory and chartering costs than for Historical Streetcars.

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 AIIP. 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	\$231.25	\$243	\$248
Vintage Streetcar Two-Hour Minimum Rental Fee	\$689	\$724	\$740
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 AIIIP 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
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

Description	Current Fee	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
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.

New Fees 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.	\$1.5M	\$5.0M
Enhanced Demand Responsive Pricing in Garages	This option will more assertively pursue the existing demand-responsive policy; move transient rates into whole dollars and increase monthly rates quarterly at waitlist locations.	\$3.0M	\$4.0M

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>	\$4M	\$8M