

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Finance and Information Technology

BRIEF DESCRIPTION:

Presentation and discussion on FY 2021 and FY 2022 Operating and Capital Budget, including use of the contingency reserve; proposals on fare policy and pricing; review of new and existing fees and fines; authorizing Sunday and evening parking meter enforcement and service changes.


SUMMARY:

- Charter Sec. 8A.106 provides 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 operating and capital budgets on January 28; February 18 and March 3.
- Staff is planning to present a balanced operating and capital budget to the Board on April 7, 2020.
- Before the SFMTA Board can approve changes to the Agency's fare policies or service changes, a Title VI analysis must be approved.

ENCLOSURES:

1. Automatic Indexing Implementation Plan
2. Two-Year Capital Budget Projects
3. Comparative Fares
4. Fares Policy and Pricing Policy
5. New Fee Proposals with Collateral Revenues
6. Cost Recovery Fees
7. Service Vehicle Rental and Intellectual Property License Fees
8. Citations and Fines
9. Off-Street Parking Rates and Fees
10. Title VI Draft Analysis

APPROVALS:

DIRECTOR  _____

SECRETARY  _____

DATE:

March 11, 2020

March 11, 2020

ASSIGNED SFMTAB CALENDAR DATE: March 17, 2020

PURPOSE

Presentation and discussion on FY 2021 and FY 2022 Operating and Capital Budget, including use of the contingency reserve; proposals on fare policy and pricing; review of new and existing fees and fines; authorizing Sunday and evening parking meter enforcement and service changes.

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 environment 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

The SFMTA is preparing a two-year, consolidated Operating and Capital Budget for FY 2021 and FY 2022 for submittal by May 1, 2020 to the Mayor and Board of Supervisors as required by Charter Section 8A.106.

The March 17 meeting will include a presentation and discussion on the FY 2021 and FY 2022 Operating and Capital Budgets, including proposals on fare policy and pricing as follows: (1) for passports and cable cars, Muni pass increases are based on SFMTA's Automatic Indexing Implementation Plan (AIIP), (2) expand the existing free Muni program to include all youth under 19 years old and individuals experiencing homelessness, (3) modify Lifeline pass increases to be based on Supplemental Security Income (SSI) cost-of-living adjustments, (4) create a Cable Car Discount Single Ride for MuniMobile, and (5) propose fare increases in excess of AIIP for all other monthly Muni passes; modifications to various rates, fees, charges, and fines, including possible increases and decreases pursuant to (1) the Automatic Indexing Implementation Plan (AIIP), (2) to reflect actual SFMTA costs, or (3) to deter violations of the law; consideration of the following new SFMTA fees: (1) fee for individuals experiencing homelessness; (2) ISCOTT permit fee for Community Events; and (3) a color curb renewal fee; authorizing Sunday and evening parking meter enforcement; proposed discontinuation of the 83X Mid-Market Express Muni service; and use of the contingency reserve.

Municipal Railway (Muni) Fares

The following fares are proposed to remain unchanged: adult, youth, senior, and people with disabilities single ride fares purchased on board vehicles or at a ticket vending machine in the Muni Metro system.

The following fares increases are proposed in accordance with the AIIP:

- Prepaid (Clipper and Muni Mobile) single ride
- Discount single ride
- Paratransit single ride
- Paratransit taxi service
- One- three- and seven-day passports
- Cable car single ride
- Off peak cable car

The following fares increases are proposed based on the Supplemental Security Income (SSI) cost-of-living adjustment (COLA) rather than the AIIP: Lifeline passes. SSI COLA is being used as the basis for this fare increase since it reflects the rate of income or benefits that vulnerable populations may receive, rather than the AIIP, which is tied to Bay Area CPI-U and increases to SFMTA's salary and fringe benefit costs.

The following monthly pass increases are proposed at a rate greater than AIIP and are outlined in further detail in Enclosure 4:

- Adult "M" Pass
- Adult "A" Pass

- Senior Pass
- Reduced fare monthly passes
- Disabled monthly passes –These increases are based on an update to the base number of pre-paid single fare rides by which the “M” Pass is calculated, to align with comparable practices by peer agencies; in FY 2020 SFMTA used 31 pre-paid single rides to equal the cost of a monthly pass, in FY 2021 the base number will be equivalent to 32 pre-paid single rides, and in FY 2022 the base number will be equivalent to 34 pre-paid single rides. This is because of the proposed fare changes based on the AIIP.

The following new fare instruments are proposed to promote equity goals:

- Free Muni for all youth up to age 19
- Free Muni for individuals experiencing homelessness

The following new fare products and programs are proposed to encourage transit usage aligned with Transit First goals:

- Cable Car Discount Single Ride for MuniMobile
- Extending bulk rate discounts of pre-paid fare media

Fees, Fines, Rates and Charges

SFMTA staff propose the following fee increases based on the AIIP as follows:

- parking garage rates
- payment plan processing
- special collections
- parklet installation
- commuter shuttle permit
- motor coach substitution
- temporary no parking sign posting
- non-standard vehicle
- stationless bicycle share
- powered scooter share

The following fees are proposed for increase to provide for cost recovery as follows:

- residential parking permits
- development project review fee
- electric vehicle charging station user fee
- planning/development transportation analysis review fee
- places for people application fee (These are non-permanent public spaces)
- sign and parking space removal and relocation fee
- temporary exclusive use of parking meters fee
- boot removal

SFMTA staff propose that the SFMTA Board authorize a policy of extending meter hours to include Sunday and evening parking. Working with communities and neighborhood merchants, staff will create a pilot program to extend meter hours using an incremental approach. (See Enclosure 5 for additional detail.) .

Fees considered for decreases to align with the agency's policy objectives are as follows:
community service plan (This program offers people the chance to perform community service in lieu of payment).

Fees considered for decreases to ensure the agency does not over-recover costs are as follows:

- on-street shared vehicle and
- electric moped parking permit fee

Proposed new fees include:

- tow fee for individuals experiencing homelessness
- community events street closure
- color curb renewal

Fines considered for increase above AIIP to promote Vision Zero and Transit First goals are as follows:

- other vehicle riding on sidewalks
- parking or stopping in bicycle paths or lanes
- blocking wheelchair access ramps
- parking on SFMTA property not designated for parking
- overparking at meter outside the downtown core
- parking in a bus stop
- parking or stopping in a vehicle crossing

Fines considered for increase according to AIIP, but within the limits set by state law, are as follows:

- parking in a pedestrian crossings
- residential parking
- street cleaning
- mis-parking in colored curb zones
- parking for over three days
- angled parking
- blocking residential door
- parking on medians or islands
- oversize vehicles
- four-wheel vehicle parking in motorcycle parking space
- parking in taxi stand
- parking in a transit-only lane
- parking in a tow-away zone
- parking in a restricted zone
- parking on public property
- temporary parking restrictions
- temporary construction zone
- removing chalk
- repairing vehicles on public streets
- permit on wrong car

- invalid permit
- parking outside a marked space
- parking in car-share space
- parking facility charges
- entrance and exit fines
- blocking space in a parking facility
- speeding in a parking facility
- blocking an electric vehicle charger
- overtime parking in parking facility
- obstructing traffic without a permit
- driving in a transit only lane
- driving through parades
- streetcar right of way
- passing safety zones
- removal of vehicles
- driving overweight vehicles on weight restricted streets
- vehicles for hire parking
- advertising on vehicles
- selling from vehicles
- truck loading zones
- commercial vehicle parking
- idling while parked
- parking on school/public ground
- parking in intersection
- parking in crosswalk
- parking in safety zone
- parking within 15 feet of a fire station
- blocking a driveway
- parking on a sidewalk
- No stopping next to excavation or roadwork
- double parking
- parking in a bus zone
- parking in tube or tunnel
- parking on a bridge
- parking over 18 inches from the curb
- wrong way parking adjacent to a curb
- one-way parking against traffic
- unauthorized stopping
- parking in front of a fire hydrant
- parking an unattended motor vehicle without setting the brakes
- unsecured parking of motor vehicle
- locked vehicle with person unable to escape inside
- parking on railroad tracks
- parking within three feet of a wheelchair ramp
- abandoned vehicle on a highway or public property

Fines considered for increase below AIPP are as follows: overparking at a meter in the downtown core to bring fine in alignment with outside downtown core.

Fines not being considered for increases are as follows:

- taxi-related fines
- fare-evasion
- angled parking
- parking on public property
- parking facility charges
- blocking the entrance or exit to a parking facility
- overtime parking off-street
- for sale sign in vehicle
- parking within three feet of a wheelchair ramp

Fines at their state-mandated maximum are as follows:

- misuse or fraudulent display of a disabled parking placard
- shared mobility device violations
- altered plates
- display of license plates on only one side of a vehicle
- failure to replace temporary license plates
- use of a plate cover
- no license plates
- incorrect mounting of license plates
- use of tabs on license plates that are expired

Fines considered for reduction due to state restrictions or conformity with other policy are as follows:

- false or improper registered plates or permits
- parking for over three days
- parking incorrectly on grades
- parking outside the marked space
- parking in blue zone without a placard
- blocking access to blue zone
- parking in a crosshatch area adjacent to a blue zone

Operating Budget Revenues and Expenditures

On January 28, 2020, the SFMTA Board of Directors reviewed the Operating Baseline Budget that included a \$66 million shortfall for FY 2021 and a \$77 million shortfall for FY 2022. Since then there have been additional revisions to the Operating Budget for FY 2021 and FY 2022 to resolve these shortfalls as outlined in the tables below.

REVENUES (\$ million)

Revenue Category	FY 2021 Revised Budget	FY 2022 Revised Budget
Transit Fares	218.8	225.7
Operating Grants	201.1	201.0
Parking and Traffic Fees & Fines	295.7	311.1
Parking Tax In-Lieu	68.2	68.2
Taxi Services	1.6	1.6
Other (Advertising, Interest, Inter-departmental Recovery, One-Time Fees, Pop. Baseline)	98.1	119.4
General Fund Transfers	398.6	402.1
Use of Reserves	18.8	15.0
TOTAL	1,300.9	1,344.1

EXPENDITURES (\$ million)

Expenditure Category	FY 2021 Revised Budget	FY 2022 Revised Budget
Salaries	615.6	640.4
Mandatory Fringe Benefits	287.4	296.3
Overhead and Allocations	(52.2)	(52.2)
Non-Personnel Services	252.0	256.9
Materials & Supplies	73.3	73.6
Capital Outlay	7.1	7.1
Debt Service	24.0	24.0
Services of Other Depts	93.8	98.1
TOTAL	1,300.9	1,344.1

The Operating Budget has been revised to include the following revenue adjustments:

- Free Muni for all youth under 19 years old
- Free Muni for individuals experiencing homelessness
- Lifeline pass increases based on Supplemental Security Income (SSI) cost-of-living adjustments
- Increases to the “M” Pass, “A” Pass, Senior and Disabled monthly Muni passes above AIPP indexing
- Additional fare revenues resulting from the revised new fare proposal shown in Enclosure 3, Basic Fare Table
- Additional parking revenues from Sunday and evening parking meter enforcement

- Additional operating grant revenues based on updated fund estimates from the Metropolitan Transportation Commission (MTC)
- The inclusion of a portion of the 2016 Proposition B General Fund Population Baseline transfer that was previously assumed in the capital budget
- The inclusion of a portion of a baseline portion of the Transit Sustainability Fee
- The inclusion of the Transit Impact Development Fee in FY 2022

The Revised Operating Budget also includes the following expenditure adjustments:

- Divisional recommendations for budget efficiencies which included reductions in debt service and in materials and supplies
- Increase for various approved contracts including Paratransit, Garage and Parking Operations, security, and credit card processing fees
- Debt service payment schedule
- Additional \$44 million increase over the baseline budget, for both FY21 and FY22, for labor proposals including the following:
 - Includes the cost of Muni Working Group recommendations to hire and train operators more quickly, to provide supervision to deliver the best service, and to provide enforcement to keep traffic flowing.
 - 66 Parking Control Officer (PCO) positions to address San Francisco congestion, and Bike Lane violations
 - Three additional positions including administrative and planners to manage extended meters, Sunday meters, and garages, and a potentially Residential Parking Permits (RPP)
 - 20 Public Service Trainees positions to support the Muni Transit Assistance Program
 - Two additional Planner positions to support the Safe Routes to School program to permanently fund the program to all 103 public elementary schools
 - Three more Planner positions to support the Vision Zero policy for staffing outreach and events, on-street, radio and online outlets and multilingual outreach in all mediums
 - Adds 13 positions to the Human Resources Division to support increased administration, talent acquisition, examinations, leave management, and recruitment functions, the Leave of Work unit, and merit and comparability analyses
 - Eight positions in the Director of Transportation Office to create a new Chief of Staff Office and a Race, Equity and Inclusion Office
 - Five Investigators in the Taxi and Accessible Services division for the Mobility Harmonization Initiative managed by the Taxi and Accessible Services Division
 - One Public Information and one administrative position to support enhanced marketing and administration of bulk purchases of transit passes by employers, hotels and special events
- \$3.4 million in non-labor increases for both FY21 and FY22 from Vision Zero Education Program and Safe Routes to School for materials, supplies and interdepartmental services supporting the program
- \$11 million in Information Technology (IT) non-personnel services to provide for ongoing license fees and other costs previously paid from project budgets

- \$9.7 million in interdepartmental services budget for increases in the cost of services performed by partner agencies
- \$0.7 million to manage the extended meters, Sunday meters, and garages programs, and a potentially reformed RPP for both FY21 and FY22
- \$82 million in other labor expenditures for both FY21 and FY22 including:
 - Controller's base adjustments (fringe rates updates, cost of living adjustments, etc.)
 - Cost reductions and increases from position substitutions
- Discontinuation of the 83X Mid-Market Express Muni Service

Reserves

In 2007, the SFMTA Board approved a Contingency Reserve Policy, which directed the establishment of an operating reserve with the goal of setting aside a total of 10% of operating expenditures over a ten-year period by adding 1% to the reserve in each fiscal year. Based on the adopted budget for Fiscal Year 2019-20, the current target amount is \$127 million. Every two years, during its budget process, the SFMTA Board reviews the adequacy of the reserves. As of June 30, 2019, the SFMTA held \$293 million on deposit in the contingency reserve fund (“fund balance”).

In the past two fiscal years, funds from the Contingency Reserve have been used to balance the agency’s operating budget and to fund one-time capital and non-capital projects.

At the Board Workshop, the proposal for the use of fund balance was presented as shown in the table below:

Item	FY 2021
Beginning Fund Balance	293
10% Reserve Policy	(130)
Remaining Balance for Use:	163
Capital Project Reserve/Contingency	(85)
Operating Budget Reserve/Contingency	(16)
Parking Meter Replacement Project	(22)
Facility Renewal Program/State of Good Repair	(20)
FY 2021 Operating Budget Gap	(20)
Remaining Balance	0

Since the Board Workshop, based on feedback from the Board, advocacy and stakeholders groups, and internal prioritization, the table below represents the proposed use of fund balance. The operating budget reserve contingency was eliminate and the facility renewal program/State of Good Repair amount was reduced to balance the operating budget.

Under this proposal, the SFMTA would use \$163 million of fund balance on one-time capital needs and to balance the operating budget in FY 2021 and FY 2022. Further, under this proposal, \$130 million would remain in the reserve fund in FY 2021 and \$134 million would remain in FY 2022 consistent with SFMTA Contingency Reserve Policy to set aside 10% of operating expenditures.

Item	FY 2021	FY 2022
Beginning Fund Balance	293	149
10% Reserve Policy	(130)	(134)
Remaining Balance for Use:	163	
Capital Project Reserve/Contingency	(85)	
Operating Budget Appropriation	(19)	(15)
Parking Meter Replacement Project	(22)	
Transit Capital Projects	(10)	
Facilities Capital Projects	(8)	
Remaining Balance	0	0

Capital Budget Revenues and Expenditures

The FY 2021-2025 Capital Improvement Program (CIP) represents the culmination of the SFMTA's efforts to strategically plan and prioritize capital and other one-time project activities from FY 2021 to FY 2025. The purpose of the FY 2021-2025 CIP is to develop a financially constrained five-year program of projects; develop an implementation tool of various plans and strategies, including the SFMTA Strategic Plan; prevent funding accessibility from being a barrier to project delivery; and build credibility with external funding agencies. Aligned with the SFMTA Budget Process, the FY 2021-2025 CIP is reviewed, updated, and reissued every two years.

On January 28, 2020, the SFMTA Board of Directors reviewed the Baseline CIP for FY 2021-2025 that included \$2.49 billion in revenue. Since then there have been additional revisions to the CIP for FY 2021-25 as outlined in the tables below.

FIVE-YEAR CIP (\$ million)

Program	FY21	FY22	FY23	FY24	FY25	Total
Fleet	121.8	175.9	164.8	163.8	298.8	925.1
Transit Optimization & Expansion	147.2	78.6	91.9	81.8	86.6	486.2
Transit Fixed Guideway	63.3	60.7	72.1	88.3	108.4	392.9
Streets	57.8	101.8	49.6	42.0	52.3	303.5
Facility	47.2	46.8	64.5	35.4	5.2	199.3
Signals	21.7	4.6	15.9	4.2	27.7	74.1
Communication & IT	7.0	3.3	1.3	9.4	4.4	25.3
Parking	0.0	11.4	11.1	0.0	0.0	22.5
Security	2.0	2.0	2.0	2.0	2.0	10.2
Taxi	0.4	0.4	0.4	0.4	0.4	1.8
Total	468.3	485.5	473.6	427.4	585.8	2,440.7

The CIP has been revised to include the following:

- Fund balance was appropriated for the Parking Meter Replacement Project of \$22 million and for Facilities Improvements of \$8 million.
- Revenue from the 2019 Transportation Network Company tax (Proposition D) was estimated to be \$10.8 million in each fiscal year.
- \$30 million in Population Baseline (Proposition B) Transit funds was swapped FY 2021 and FY 2022 from the CIP with the Operating Budget in return for one-time revenues such as developer fees and fund balance.
- Previously unassigned discretionary revenues totaling \$180 million were distributed to capital projects based on regulatory requirements, contracting requirements, continuation of projects with prior funding and the need to align the CIP with the Agency's 20-Year Capital Plan Needs Update adopted by the SFMTA Board on September 17, 2019.
- Competitive grant estimates were further refined based on recent data.

The SFMTA's Capital Budget for Fiscal Years 2021 and 2022 are derived from the first two years of the FY 2021-2025 CIP. At the April 7 meeting, the Board will be asked to adopt the FY 2021-2025 CIP which will include all five years), including all funding sources anticipated for transportation investments.

The appropriation for the two-year capital budget totals \$407 million in FY 2021 and \$498 million in FY 2022. Enclosure 2 describes the projects funded by the two-year capital budget in detail.

PUBLISHED NOTICE

Charter Section 16.112 requires published notice and a hearing before the SFMTA may institute or change any schedule of rates or charges which affect the public. The Board's Rules of Order require that the advertisement run for at least five days and not less than five days prior to the public hearing. In compliance with both Charter Section 16.112 and the SFMTA Board's Rules of Order, advertisements were placed in the City's official newspaper beginning on March 4, 2020, to provide notice that the Board of Directors will hold a public hearing on March 17, 2020, to consider the above modifications.

TITLE VI

Before the SFMTA Board can approve the Agency's fare policy and pricing or a service change, a Title VI analysis must be approved by the SFMTA Board in accordance with the Federal Transit Administration's (FTA) Circular 4702.1B.

Fare Changes

In order to make an appropriate assessment of disparate impact or disproportionate burden in regards to fare changes, the analysis must compare available customer survey data and show the number and percent of minority riders and low-income riders using a particular fare media, in order to establish whether minority and/or low-income riders are disproportionately more likely to use the mode of service, payment type or payment media that would be subject to the fare change.

A draft Title VI Analysis addressing the potential fare changes is included as Enclosure 10. It includes a cumulative analysis of proposed fare increases based on available customer survey data for changes to current fare types. While there are no disparate impacts on customers who self-identify as minority or disproportionate burden effects for customers from low-income households based on the cumulative analyses, individual fare proposals may impact minority or low-income populations differently, which is discussed in further detail within the analysis.

If the SFMTA Board chooses not to move forward with any of the proposed fare changes as analyzed, or if additional fare proposals are made for consideration, the required analysis will need to be updated to ensure that the changes do not result in a disparate impact finding or a finding of disproportionate burden.

Service Changes

Staff is proposing a discontinuation of the 83X Mid-Market Express e This service change falls under the SFMTA’s definition of a “major service change.”Based on preliminary analysis, there are no disparate impacts or disproportionate burdens which have been identified.

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

A final Title VI analysis for proposed fare changes and a final Title VI analysis for the proposed 83X service change will be presented to the SFMTA Board for approval on April 7, 2020.

STAKEHOLDER ENGAGEMENT

The following schedule summarizes the major outreach efforts for the SFMTA operating and capital budget:

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 Board Public Hearing	March 17, 2020
2 nd FAC Meeting	March 18, 2020
Public Online Open House	March 19, 2020
2 nd CAC Meeting	April 2, 2020

Action	Date
SFMTA Board Adoption (first opportunity)	April 7, 2020
SFMTA Board Adoption (second opportunity, if needed)	April 21, 2020

Multiple methods were used to engage Muni customers and solicit feedback and public comment from the community about the proposed fare changes. Outreach strategies included:

- Multilingual collateral on Muni vehicles publicizing budget feedback opportunities, including proposed fare and service changes, and notice of free language assistance in 10 languages:
 - 1,300 infocards posted in all vehicles, buses and Breda LRVs
 - 60 ads posted on LRV4s
 - 3,000 ads posted on buses
- Newspaper Ads in 13 newspapers, including ethnic media, publicizing budget feedback opportunities
- Social Media: Facebook ads publicizing budget feedback opportunities that reached more than 23,000 people
- Email updates to more than 20 community organizations publicizing budget feedback opportunities
- Email updates to more than 800 recipients

In addition to the outreach efforts identified above, individual meetings are scheduled or have been conducted in February and March 2020 with various stakeholders including Board of Supervisors' offices and advocacy groups including:

- SFMTA Citizens Advisory Council
- Small Business Commission
- San Francisco Bicycle Coalition
- Walk San Francisco
- San Francisco Youth Commission
- San Francisco Transit Riders
- Budget Digital Town Hall
- Interagency Plan Implementation Committee (IPIC) Citizens Advisory Committees (CACs)
- Paratransit Coordinating Committee
- South of Market Community Action Network (SOMCAM)
- Multimodal Accessibility Advisory Committee (MAAC)
- Market and Octavia Citizens Advisory Committee
- Chinatown Community Development Corp TRIP
- San Francisco Building Owners and Managers Association (BOMA)
- San Francisco Chamber of Commerce
- San Francisco Council of District Merchants
- San Francisco Interfaith Council
- San Francisco Travel
- Young Women's Freedom Center
- SF Transit Riders
- Community Housing Partnership

- San Francisco Rising

ALTERNATIVES CONSIDERED

The SFMTA Board considered various options at the January 28, 2020 Workshop, and at MTA Board meetings on February 18 and March 3. This public hearing on the operating and capital budgets allows for more 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

The impact of various changes to fares, fees, rates, charges and fines and the use of the contingency reserve will be determined once the Board has provided feedback. This will inform the final FY21 and FY22 operating and capital budgets that will be presented to the Board on April 7.

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 San Francisco Charter 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

Presentation and discussion on FY 2021 and FY 2022 Operating and Capital Budget, including use of the contingency reserve; proposals on fare policy and pricing; review of new and existing fees and fines; authorizing Sunday and evening parking meter enforcement and service changes.

Enclosure 1

Automatic Indexing Implementation Plan (AIIP)¹

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

¹ <https://www.sfmta.com/getting-around/muni/fares/automatic-fare-indexing-policy>

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.

AIPP 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 AIPP 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
Two-Year Capital Budget Projects

PROJECTS (\$ in thousands)	FY 2021	FY 2022
Communication & IT	8,718	3,372
Network Infrastructure Replacement Project	650	550
Rail Video-based Safety Program	2,640	
Subway Video Security	2,158	1,692
Video Modernization - Real Time Video	3,270	1,130
Facility	34,022	47,579
1200 15th Street Renovation		394
Muni Metro East Expansion Phase II – Paving	6,666	27,876
New Castro Station Elevator	12,000	
Reserve	15,357	19,309
Parking	22,000	500
Elevator Modernizations, Garage Group 2		500
Parking Meter Replacement	22,000	
Signals	13,510	4,896
3rd Street Video Detection Replacement Phase IV	186	
City Coordination Opportunities: New Traffic Signals	300	300
Contract 35: Traffic Signal Modifications	3,712	
Contract 36: Traffic Signal Modifications	6,100	966
Contract 66: New Traffic Signals		1,000
Red light cameras-Phase 2 Expansion	2,000	
Skyline/Great Highway New Traffic Signals		750
Tenderloin Signal Upgrade		1,000
Traffic Sign Replacement	220	220
Traffic Signal Hardware Replacement		330
Traffic Signal Visibility Upgrades		330
Western Addition Area - Traffic Signal Upgrades	992	
Streets	46,156	53,027
13th St Protected Bike Lanes	678	48
5th Street Corridor Improvements - Phase 2	550	1,700
6th Street Streetscape	4,000	4,000
Alemany Interchange Improvement Project - Phase 2	300	
Bayview CBTP Implementation	180	2,280
Beale Street Bikeway	14	
Bike to Work Day	42	42
Citywide Bike Plan	1,149	
Comprehensive Employee TDM Program	140	156
Condition Assessment	300	
Embarcadero Quick-Build	1,050	

PROJECTS (\$ in thousands)	FY 2021	FY 2022
Folsom-Howard Streetscape - Bid Package 1	9,719	12,186
Folsom-Howard Streetscape - Bid Package 2		1,181
Lake Merced Pedestrian Safety		400
Lombard Street Streetscape	1,831	
Mission Street Excelsior	917	4,500
Motorcycle Safety Education, Enforcement	123	123
Ocean Beach Master Plan - Sloat/Great Highway		2,250
Permanent Painted Safety Zone Conversion	2,100	500
Program: Annual Application-Based Residential Street Traffic Calming	1,200	258
Program: Annual Traffic Calming Removal and Replacement	100	103
Program: Bicycle Network Protected Intersection Upgrades	1,050	1,084
Program: Bike Facility Maintenance: Delineators & Green Pavement	150	150
Program: Citywide Bike Spot Improvements	1,125	1,162
Program: Citywide Neighborway Design and Implementation	1,300	1,600
Program: Citywide Vision Zero Quick Build	4,037	4,178
Program: Community Response Implementation	1,100	1,100
Program: Quick & Effective Pedestrian Safety	773	798
Program: Rectangular Rapid Flashing Beacon Installation	600	600
Program: Schools Engineering	1,300	1,342
Program: Short-term Bike Parking	750	774
Program: Speed Radar Sign Installation	180	186
Program: Streets Coordination Improvements	950	981
Program: Tenderloin Vision Zero Quick Build	1,346	1,393
Program: Vision Zero Proactive Traffic Calming	750	774
Reserve Other (ATP)	1,140	1,140
Safe Routes to School Non-Infrastructure Project	240	
Safe Streets Evaluation Program	250	258
SF Existing Residents TDM Program	350	
Sloat and Skyline Intersection	10	
TDM for Tourists		130
TDM: Bicycle Outreach and Education	90	100
Upper Market Pedestrian Improvements	2,509	
Valencia Street Bikeway Implementation Plan	1,007	5,550
Visitacion Valley CBTP	352	
Washington/Trenton Bulb-out & Beacons	407	
Security	2,048	2,048
Reserve: Security related TSGP FY21-25	2,048	2,048
Taxi	260	200
Alternative Fuel Vehicles Incentives	200	200
Taxi Stand Expansion & Renovation	60	
Transit Fixed Guideway	75,559	66,419
Cable Car Barn Turn Table		2,329

PROJECTS (\$ in thousands)	FY 2021	FY 2022
Cable Car Curved Track Replacement	1,617	8,883
Cable Car Planning Study	250	250
Cable Car Turntable State of Good Repair (SGR) Program	1,000	604
Fire Life Safety State of Good Repair	2,130	275
Islais Creek Bridge Overhead Reconstruction		2,930
N Judah Surface Trackwork Replacement		8,000
Overhead Line State of Good Repair (SGR) Program		1,000
Program: Rail Grinding		637
Program: Surface Track Pavement Repair	1,211	130
Program: Ultrasonic Rail Testing Phase III	350	810
Rail Signal State of Good Repair (SGR) Program	191	
San Jose substation Phase I	1,000	
SCADA Fiber Optic Power Control Conversion (TF105)	2,310	720
Special Track Work Replacement at various Locations	600	
Special Trackwork Replacement in the Subway	1,849	4,969
Subway Electrical Systems State of Good Repair (SGR) Program	1,798	430
Subway Mechanical Systems State of Good Repair (SGR) Program	4,757	1,075
Subway Tunnel Bore Lighting Replacement Phase II	180	
TF Asset Condition Assessments	200	
Track Support Structure Replacement Phase III	790	2,000
Track Switch Replacement	4,700	
Traction Power State of Good Repair (SGR) Program	4,757	783
Train Control System Upgrade	44,835	30,594
West Portal Optimization and Crossover Activation	1,035	
Transit Optimization & Expansion	61,016	139,097
1 California TPP	760	
14 Mission - 11th St to Randall (Inner) Rapid Project	1,434	985
14 Mission: Downtown TPP	100	
14 Mission: Mission & S Van Ness Transit Priority Project	1,297	
16th Street Improvement Project		1,091
22 Fillmore - 16th Street Transit Priority Project (TO057I)	985	
27 Bryant Tenderloin Transit Reliability Project	1,476	4,105
28 19th Avenue Rapid (South of GGP)	2,445	595
29 Sunset Muni Forward		8,000
30 Stockton: 3rd Street TPP	1,282	1,358
7 Haight-Noriega: Haight Street Transit Priority Project	1,056	
Accessible Light Rail Stops	150	
Better Market Street	5,000	28,200
Bus Transit Signal Priority Intersection Deployments (Operating Fund)	6,620	690
E/F Line Improvements: Fisherman's Wharf Relocation	250	200
Geary BRT Phase 2 (TO081)	2,065	3,376
Geary Rapid Project (Market to Stanyan) -augment request	3,132	

PROJECTS (\$ in thousands)	FY 2021	FY 2022
Geneva/San Jose M-Line Terminal	1,208	
GENEVA-HARNEY BRT STUDY		4,035
J Church TPP	1,425	1,769
K Ingleside TPP	3,050	63
M Oceanview TPP	2,240	
M-Line Park Merced Surface Realignment	12,908	79,436
Muni Subway Expansion Project	2,744	
N Judah: Judah Street Quick Build	1,059	3,941
N Judah: Judah Street TPP	1,500	499
Program: Accessible Stops Spot Improvements		415
Program: Accessible Stops Spot Improvements -augment request		40
Program: Cable Car Traffic Calming & Safety Improvements	800	
Program: Transit Reliability Spot Improvements and Muni Quick Build	3,575	300
Program: Transit Signals Implementation	390	
Transit Stop Enhancement Program	2,065	
Fleet	143,737	181,060
30' Motor Coach Replacement Procurement	21,786	11,036
40' & 60' Motor Coach Replacement Procurement	4,605	
40' Motor Coach Expansion Procurement	8,372	
Cable Car State of Good Repair (SGR) Program	4,351	2,937
Contingency	9,653	
Double-Ended Streetcar Rehabilitations (2 Streetcars)	7,623	4,537
Electric Bus Procurement	6,775	
FT Program Assessment	100	
Light Rail Vehicle Procurement	26,593	113,635
New Flyer Midlife Overhaul Phase I	28,990	28,608
New Flyer Midlife Overhaul Phase II	5,361	10,966
Orion Motor Coach Component Refurbishments	3,651	
Paratransit Cutaway Expansion (20 vehicles)	1,850	
Paratransit Fleet Replacement Program	9,480	1,821
Paratransit Vehicle Expansion (5 Cutaways)	660	
Presidents' Conference Committee (PCC) Streetcar 1063 Wreck Repair	1,380	410
Streetcar State of Good Repair (SGR) Program Study	250	600
Vintage Streetcar Rehabilitations	2,256	6,510
Grand Total	407,027	498,198

Enclosure 3

**Comparative Fares
Single Ride and Monthly Pass Discount Fare Comparisons**

Agency	Adult Fare	Senior Disabled Fare	Youth Fare
MTA New York City Transit (City Subway & Bus)	<p><u>Single Fare</u> - - \$2.75 (Metro Card) - \$3.00 (Single Ride ticket)</p> <p><u>Monthly Pass</u> - \$127.00 for unlimited ride MetroCard</p>	<p><u>Single Fare</u> - - \$1.35 (50% off adult fare)</p> <p><u>Monthly Pass</u> - \$63.50</p>	<p>- Up to three children under 44 inches tall, regardless of age, per adult may ride free. - Additional children or those traveling alone pay full fare.</p>
Chicago Transit Authority	<p><u>Single Fare</u> - - \$2.25 bus with Ventra Card - \$2.50 Pay As You Go using contactless bankcard/cash - \$3.00 CTA Single-Ride Ventra Ticket (\$2.25 fare + \$0.25 transfer + \$0.50 limited-use media fee) - \$2.50 "L" train</p> <p><u>Monthly Pass</u> - \$105</p>	<p><u>Single Fare</u> - - \$1.10 bus with Ventra Card - +\$0.15 for 2 transfers within 2 hours - \$1.10 for contactless bankcard/cash - no transfers - \$1.25 ("L" train) - + \$0.15 for 2 transfers within 2 hours</p> <p><u>Monthly Pass</u> - \$50 (with RTA permit)</p> <p>- Low income seniors (65+) and disabled IL residents who are enrolled in IL Benefit Access program ride free.</p>	<p><u>Single Fare</u> - - \$0.75 Student Ventra Card for children 7 - 20 valid from 5:30am to 8:30pm on school days only. + \$0.15 for 2 transfers within 2 hours - \$1.10 "L" train and \$1.00 reduced bus fare at other times for children 7 - 11 - \$2.25 "L" train and \$2.00 bus are full fares at other times for children 12+</p> <p><u>Monthly Pass</u> - \$50 (with RTA permit) - Children under 7 ride free with a fare paying customer.</p>

Agency	Adult Fare	Senior Disabled Fare	Youth Fare
Los Angeles County Metropolitan Transit Authority	<u>Single Fare</u> - - \$1.75 with TAP Card - \$1.75 for cash (No Transfers; Metro-to- Muni Transfer for additional \$0.50) <u>Monthly Pass</u> - \$100	<u>Single Fare</u> - - \$0.75 (peak), \$0.35 (off-peak) with Senior (62+) or LACTOA/Disabled TAP Card - \$0.75 (peak), \$0.35 (off-peak) for cash (No Transfers; Metro-to- Muni Transfer for additional \$0.25) <u>Monthly Pass</u> - \$20	<u>Single Fare</u> - \$1.00 with Student (K- 12) TAP Card - \$1.00 for cash (No Transfers; Metro-to- Muni Transfer for additional \$0.50) -\$1.75 with college/ vocational student <u>Monthly Pass</u> – - \$24 Students (K-12) - \$43 college/vocational - 2 children under age 5 may ride free with each fare-paying adult

Agency	Adult Fare	Senior Disabled Fare	Youth Fare
Washington Metropolitan Area Transit Authority	<p><u>Single Fare</u> -</p> <ul style="list-style-type: none"> - \$2.00 (regular bus) - \$4.25 (express routes) - \$2.25 to \$6.00 (rail - peak) - \$2.00 to \$3.85 (rail -off-peak) <p><u>Monthly Pass</u> -</p> <ul style="list-style-type: none"> - \$240.00 for 28-Day Fast Pass (Metrorail) - \$81.00 or \$135.00 Metro SelectPass (Rail only) based on \$2.25 or \$3.75 rail fare - \$126.00 or \$180.00 Metro SelectPass (Rail with Bus) based on \$2.25 or \$3.75 rail fare, and \$1.75 regular bus fare <p><u>7-Day Pass</u> -</p> <ul style="list-style-type: none"> - \$38.50 (up to \$3.60/ride during peak fares) to \$60.00 unlimited Metrorail rides - \$17.50 unlimited Regional Metrobus rides (no monthly bus pass only) 	<p><u>Single Fare</u> -</p> <ul style="list-style-type: none"> - \$1.00 (regular bus) - \$2.10 (express routes) - 50% off peak fare (rail) with reduced fare SmarTrip® Card <p><u>Monthly Pass</u> - Not available</p> <ul style="list-style-type: none"> - \$8.75 for Metrobus 7-day Bus Pass for seniors (65+) - Disabled riders need to have a Metro Disability ID to ride Metrorail and regular Metrobus routes for reduced fare. - Seniors (65+) may use Senior SmarTrip® Card, or pay with cash showing valid photo ID for reduced fare. 	<p><u>Single Fare</u> - Not available</p> <ul style="list-style-type: none"> - \$7.50 for 10-trip bus pass - \$9.50 for 10-trip rail pass <p><u>Monthly Pass</u> - \$30 unlimited on Metrobus and Metrorail (for private school students not eligible for Kids Ride Free on Rail program)</p> <ul style="list-style-type: none"> -Up to two children, under age 5, ride free with each full fare paying adult. - Student "DC One Card" allows eligible DC students 5-21 years old (K-12) to ride to school days/activities for free on buses and rail within boundary stations (only if attending public schools) effective 2016-17 school year.

Agency	Adult Fare	Senior Disabled Fare	Youth Fare
Southeastern Pennsylvania Transportation Authority - City and Suburban Transit	<p><u>Single Fare</u> -</p> <ul style="list-style-type: none"> - \$2.50 cash per ride - \$2.00 token per ride - \$1.00 transfer (up to 2 transfers are permitted for each one-way trip) <p><u>Monthly Pass</u> - \$96.00 unlimited with TransPass</p>	<p><u>Single Fare</u> -</p> <ul style="list-style-type: none"> - All Seniors (65+) with valid ID ride free on Transit and \$1.00 on Regional Rail - \$1.25 cash fare, \$0.50 for transfer, \$0.25 for transit zone charge for disabled with PA Disability Transit ID or Medicare card - token fare covers \$1.25 fare + \$0.50 transfer for disabled <p><u>Monthly Pass</u> - Not available</p>	<p><u>Single Fare</u> -</p> <ul style="list-style-type: none"> - \$1.90-\$2.00 token per ride <p><u>Monthly Pass</u> - Not available</p> <ul style="list-style-type: none"> -Weekday Student Pass - \$3.84 per valid day for travel to and from school between 5:30am and 7:00pm. -Up to two children under 5 traveling with an adult are free. - Additional children or those traveling without an adult are full fare.
San Francisco Municipal Transportation Agency	<p><u>Single Fare</u> -</p> <ul style="list-style-type: none"> - \$2.50 with Clipper Card or mobile ticket - \$3.00 for cash or limited use ticket <p><u>Monthly Pass</u> - \$81 for “M” Monthly Pass (Muni only) -\$98 for “A” Monthly Pass (+BART in SF)</p>	<p><u>Single Fare</u> -</p> <ul style="list-style-type: none"> - \$1.25 with Clipper Card or mobile ticket - \$1.50 for cash or limited use ticket <p><u>Monthly Pass</u> - \$40 (Clipper Card)</p> <ul style="list-style-type: none"> -Free Muni service for seniors (65+) and people with disabilities' gross income at, or below, 100% Bay Area Median Income. 	<p><u>Single Fare</u> -</p> <ul style="list-style-type: none"> - \$1.25 with Clipper Card or mobile ticket - \$1.50 for cash or limited use ticket <p><u>Monthly Pass</u> - \$40 (Clipper Card)</p> <ul style="list-style-type: none"> -Free Muni service for youth 5-18 with family's gross income at, or below, 100% Bay Area Median Income. -Children under age 5 ride for free.

Agency	Adult Fare	Senior Disabled Fare	Youth Fare
Metropolitan Atlanta Rapid Transit Authority	<u>Single Fare</u> - \$2.50 with no transfer <u>Monthly Pass</u> - \$95	<u>Single Fare</u> - \$1.00 <u>Monthly Pass</u> - Not available - trip packages in multiples of 10 or 20 are available.	<u>Single Fare</u> - Not available <u>Monthly Pass</u> - Not available for youth - Up to two children (46" and under) ride free per paying adult. - Full fare for all other children. - 10-trip Student Breeze passes available for \$14.40 through participating schools only for K-12 students (travel to and from school only).

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

Agency	Adult Fare	Senior Disabled Fare	Youth Fare
Metropolitan Transit Authority of Harris County (Houston)	<p><u>Single Fare</u> - \$1.25 - No transfers available when paying by cash. - Free transfers with a METRO Q Fare Card, METRO Day Pass, or METRO Money Card (disposable card with set amount) for up to 3 hours</p> <p><u>Monthly Pass</u> - Not available - Daily fare capped at \$3.00 that activates after traveling 3 times when using METRO Day Pass.</p>	<p><u>Single Fare</u> - \$0.60 with a METRO Q Fare Card or METRO Day Pass for seniors (65-69), Medicare cardholders and disabled. - Fares paid by cash will not get the discount and free transfers.</p> <p><u>Monthly Pass</u> - Not available - Seniors 70+ ride free - Seniors/disabled need to apply for a METRO discount fare card. - Seniors (65-69) do not pay more than \$1.50/day for unlimited local bus and METRORail using METRO Day Pass.</p>	<p><u>Single Fare</u> - \$0.60 with a METRO Q Fare Card or METRO Day Pass for students (K-12), college undergraduate and graduate. - Fares paid by cash will not get the discount and free transfers.</p> <p><u>Monthly Pass</u> - Not available - Students need to apply for a METRO discount fare card. - Students do not pay more than \$1.50/day for unlimited local bus and METRORail using METRO Day Pass. -Children under 6 ride free with an adult.</p>

Agency	Adult Fare	Senior Disabled Fare	Youth Fare
Bay Area Rapid Transit	<p><u>Single Fare</u> - \$1.95 to \$7.35 by destination</p> <ul style="list-style-type: none"> - cash value (\$1.85 - \$69) blue tickets are sold at ticket vending machines at every BART station* <p><u>Monthly Pass</u> - Not available</p> <ul style="list-style-type: none"> - Blue high value tickets (\$48 value for \$45, or \$64 value for \$60) give a 6.25% discount <p>*Omits fares to SFO - \$7.65 to \$11.60</p>	<p><u>Single Fare</u> - \$9 for a \$24 ticket (62.5% discount on adult fare)</p> <ul style="list-style-type: none"> - use a green ticket or Senior Clipper Card for seniors (65+) - use a red ticket or Regional Transit Connection (RTC) Clipper Card for disabled/Medicare cardholders <p><u>Monthly Pass</u> - Not available</p> <ul style="list-style-type: none"> - Discount tickets are sold only through the mail and selected retail vendors. 	<p><u>Single Fare</u> -</p> <ul style="list-style-type: none"> - \$9 for a \$24 red ticket (62.5% discount on adult fare) or 50% discount on Youth Clipper Card for youth ages 5-18. - \$16 for a \$32 orange ticket (50% discount on adult fare) or on Youth Clipper Card for students ages 13-18 for trips to and from school, Monday - Friday. - Children under age 5 ride free. <p><u>Monthly Pass</u> - Not available</p> <ul style="list-style-type: none"> - Red tickets are sold only through the mail and selected retail vendors. - Orange tickets are sold by participating schools only.
Tri-County Metropolitan Transportation District of Oregon (Portland)	<p><u>Single Fare</u> - \$2.50 for 2-1/2 hour ticket (time starts when validated at the time of purchase at a ticket machine, or upon boarding)</p> <p><u>Monthly Pass</u> - \$100 for 30-Day/1-Month Pass</p> <ul style="list-style-type: none"> - 30-Day Pass may be purchased any day of the month, validated on purchase date, and good for 30 consecutive days. 	<p><u>Single Fare</u> - \$1.25 for 2-1/2 hour ticket with valid ID or TriMet Honored Citizen ID Card.</p> <p><u>Monthly Pass</u> - \$28 for 30-Day/1-Month Pass</p> <ul style="list-style-type: none"> -Honored Citizen Downtown Portland Pass (\$10 admin fee) is valid for up to 2 years or duration of temporary disability: Honored Citizen riders who live within this area ride for free in Downtown Portland. 	<p><u>Single Fare</u> - \$1.25 for 2-1/2 hour ticket for youth (7-17) and students (grades 9-12 or pursuing a GED) with proof or TriMet issued ID.</p> <p><u>Monthly Pass</u> - \$28 for 30-Day/1-Month Pass</p> <ul style="list-style-type: none"> - Children under age 7 ride free with a paying passenger. -Student Pass: High school students (age 15-17) in the Portland Public School District with student ID Hop card ride free during the school year.

Agency	Adult Fare	Senior Disabled Fare	Youth Fare
San Diego Metropolitan Transit System	<p><u>Single Fare</u> - - \$2.50 (bus), no transfers - \$2.50 (trolley), ticket valid for 2 hours from time of purchase</p> <p><u>Monthly Pass</u> - \$72 Regional Adult Pass on Compass Card (\$2 fee)</p>	<p><u>Single Fare</u> - - \$1.25 (bus) with valid ID or Compass Card Photo ID - \$1.25 (trolley) with valid ID or Compass Card Photo ID</p> <p><u>Monthly Pass</u> - \$23 Regional reduced fare pass for seniors (60+), disabled, and Medicare recipients on Compass Card</p>	<p><u>Single Fare</u> - - \$2.50 (bus), no transfers - \$2.50 (trolley), ticket valid for 2 hours from time of purchase</p> <p><u>Monthly Pass</u> - \$23 Regional Youth (under 19) Pass on Compass Card -Up to 2 children (under age 6) may ride free with a paying passenger. -On Saturdays and Sundays, up to 2 children (under age 13) may ride free with a fare-paying adult (18+). Prices vary.</p>
Regional Transportation District (Denver)	<p><u>Single Fare</u> - \$3.00</p> <p><u>Monthly Pass</u> - \$114 - Free MallRide bus in downtown Denver - Free MetroRide bus for commuters on weekdays 5:00am - 9:08 am and 2:30pm - 6:35 pm in downtown between Civic Center station and Union station</p>	<p><u>Single Fare</u> - \$1.50 for disabled, Medicare recipients, and seniors (65+) with valid ID or RTD Special Discount Card</p> <p><u>Monthly Pass</u> - \$57</p>	<p><u>Single Fare</u> - \$0.90 for students (6-19) with current school ID (except elementary school students)</p> <p><u>Monthly Pass</u> - \$34.20 -Children under age 6 ride free with a fare-paying adult.</p>
Santa Clara Valley Transportation Authority	<p><u>Single Fare</u> - \$2.50</p> <p><u>Monthly Pass</u> - \$90 Monthly Pass on Clipper Card</p>	<p><u>Single Fare</u> - \$1.00 for seniors (65+), disabled, Medicare cardholders</p> <p><u>Monthly Pass</u> - \$30 Monthly Pass on Senior Clipper Card or Regional Transit Connection Clipper Card</p>	<p><u>Single Fare</u> - \$1.25</p> <p><u>Monthly Pass</u> - \$35 Monthly Pass on Youth Clipper Card -Youth (age 5-18) need to show a valid picture I.D. -Children under age 5 ride free.</p>

Agency	Adult Fare	Senior Disabled Fare	Youth Fare
Alameda Contra-Costa Transit	<p><u>Single Fare</u> - - \$2.50 (cash) - \$2.25 (Clipper Card costs \$3)</p> <p><u>Monthly Pass</u> - \$84.60 Adult 31-Day pass on Clipper Card</p>	<p><u>Single Fare</u> - -\$1.25 (cash) -\$1.12 (Clipper Card)</p> <p><u>Monthly Pass</u> - \$34.00 for calendar month - Senior Monthly pass (65+) on Senior Clipper Card -Disabled Monthly pass or RTC Clipper Card (\$3 fee)</p>	<p><u>Single Fare</u> - - \$1.25 (cash) - \$1.12 (Clipper Card)</p> <p><u>Monthly Pass</u> - \$34.00 for Youth 31-Day pass (age 5-18) on Clipper Card</p> <p>- Children under age 5 ride free.</p>
Golden Gate Transit	<p><u>Single Fare</u> - - \$2.00 local fare zones 2-4 (cash) - \$1.80 local fare zones 2-4 (Clipper Card)</p> <p>- \$13.00 zones 5 or 6 - Sonoma county (cash) - \$10.40 zones 5 or 6 (Clipper Card) - \$5 to \$13 for intercounty travel (cash) - \$10.40 for intercounty travel (Clipper Card)</p> <p><u>Monthly Pass</u> - - \$80 Marin Local 31-Day Pass (starting on the date of first use) for adult fare rides on Golden Gate Transit, Community Shuttle, or Stagecoach bus within Marin county.</p>	<p><u>Single Fare</u> - 50% discount - \$1.00 local fare zones 2-4 for seniors (65+) with valid ID or Senior Clipper Card, and disabled with RTC Clipper Card</p> <p>- \$6.50 zones 5 or 6 (cash with valid ID, or Senior/RTC Clipper Card) - \$2.25 to \$6.50 for intercounty travel (cash with valid ID, or Senior/RTC Clipper Card)</p> <p><u>Monthly Pass</u> - - \$25 Marin Local 31-Day Senior/Disabled Pass (starting on the date of first use) for rides on Golden Gate Transit, Community Shuttle, or Stagecoach bus within Marin county.</p>	<p><u>Single Fare</u> - 50% discount - \$1.00 local fare zones 2-4 for youth 5-18 (cash or Youth Clipper Card)</p> <p>- \$6.50 zones 5 or 6 (cash or Youth Clipper Card) - \$2.50 to \$6.50 for intercounty travel (cash or Youth Clipper Card)</p> <p><u>Monthly Pass</u> - - \$40 Marin Local 31-Day Youth Pass (starting on the date of first use) for rides on Golden Gate Transit, Community Shuttle, or Stagecoach bus within Marin county. -Up to 2 children, under age 5, per full-fare paying adult ride for free.</p>

Agency	Adult Fare	Senior Disabled Fare	Youth Fare
San Mateo County Transit District	<u>Single Fare</u> - - \$2.25 (cash) - \$2.05 (Clipper Card costs \$3) <u>Monthly Pass</u> - \$65.60 local bus - \$96 local and express buses (to/from San Francisco)	<u>Single Fare</u> - - \$1.10 (cash) for seniors (65+) with Medicare card and disabled with RTC Discount Card or disabled placard id card - \$1.00 (Clipper Card) <u>Monthly Pass</u> - \$27	<u>Single Fare</u> - - \$1.10 (cash) for youth under 19 - \$1.00 (Clipper Card) <u>Monthly Pass</u> - \$27 - Up to 2 children, under age 5, with each adult or eligible discount fare- paying passenger ride free. - Additional children are subject to the Youth fare.

Enclosure 4
Fares Policy and Pricing

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

BASIC FARE TABLE

FARE DESCRIPTION	PAYMENT METHOD	FY20	FY21	FY22
Full Fare Single Ride	Clipper/MuniMobile	\$2.50	\$2.75	\$2.75
Full Fare Single Ride	Farebox/Limited Use Ticket	\$3.00	\$3.00	\$3.00
Senior/People with Disabilities Single Ride	Clipper/MuniMobile	\$1.25	\$1.35	\$1.35
Senior/People with Disabilities Single Ride	Farebox/Limited Use Ticket	\$1.50	\$1.50	\$1.50
Lifeline Single Ride Fare	Clipper	\$1.25	\$1.35	\$1.35
Youth/Individuals experiencing homelessness Fare (Single Ride/Monthly Pass)	All	N/A	\$0.00	\$0.00
One-Day Pass (No Cable Car)	MuniMobile/Farebox	\$5.00	\$5.50	\$5.50
Adult "M" Monthly Pass	Clipper	\$81	\$88	\$94
Adult "A" Monthly Pass (+ BART within SF)	Clipper	\$98	\$106	\$114
Senior/People with Disabilities Monthly Pass	Clipper	\$40	\$44	\$47
Lifeline Monthly Pass	Limited Locations	\$40	\$41	\$42
Cable Car Single Ride	All	\$8.00	\$8.00	\$9.00
Cable Car Discount Single Ride	MuniMobile	N/A	N/A	\$4.50
Off-Peak Cable Car Fare (Seniors/People with Disabilities) from 9:00 p.m. to 7:00 a.m.	On-Board	\$4.00	\$4.00	\$4.00
One Day Passport	MuniMobile	\$13	\$14	\$15
Three Day Passport	MuniMobile	\$31	\$33	\$35
Seven Day Passport	MuniMobile	\$41	\$44	\$46
One Day Passport	Clipper/Sales Kiosk/Third-Party	\$24	\$25	\$26
Three Day Passport	Clipper/Sales Kiosk/Third-Party	\$36	\$38	\$39

FARE DESCRIPTION	PAYMENT METHOD	FY20	FY21	FY22
Seven Day Passport	Clipper/Sales Kiosk/Third-Party	\$47	\$49	\$50
Paratransit Van Services	Cash/Pre-Paid Ticket/MuniMobile	\$2.50	\$2.75	\$2.75
Paratransit Taxi Services	Paratransit Debit Card	\$6 (\$30 Value)	\$6 (\$30 Value)	\$6 (\$30 Value)

FARE PAYMENT OPTIONS

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

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

FARE CATEGORIES

1. FULL FARE – Adults aged 19 to 64 years of age. Fares shall be rounded to the nearest \$0.25 for single ride fares and \$1.00 for all other fares and passes.
2. REDUCED FARE – Reduced fare shall be one-half of the Full Fare, rounded to the nearest \$0.05 or \$0.10 increment for single ride fares and \$1.00 for all other fares and passes such that the fare does not exceed fifty-percent of the Full Fare. A customer may qualify for the Reduced Fare by meeting or possessing one of the requirements below. Proof of age or appropriate identification is required when requested by an operator or fare inspector. For use on Clipper, special application requirements apply (www.clippercard.com).
 - a. Senior – 65 years of age or older.
 - b. People with Disabilities – Customers with qualifying disabilities. Regional Transit Connection (RTC) card required for use on Clipper. For farebox or limited use ticket payment, RTC or Medicare card, state DMV issued Disability parking placard or discount transit card issued by another transit agency is accepted for eligibility. Disability attendants are eligible for same reduced fare when accompanying a qualified RTC card holder.

3. **LIFELINE (LOW-INCOME)** – Customers at or below 200% of poverty. Application and certification requirements apply (www.sfmta.com/lifeline). Fare shall be one half of the Full Fare, rounded to the nearest \$0.05 or \$0.10 increment for single ride fares and \$1.00 for all other fares and passes such that the fare does not exceed fifty-percent of the Full Fare.
4. **PARATRANSIT** – Customers who are unable, due to their disability, to independently use accessible fixed route services some or all of the time. Services include shared ride, group van, and taxi services. Application and certification requirements apply (www.sfparatransit.com).
5. **FREE FARE** – The individuals and members of groups listed below are eligible to ride Muni for free:
 - a. Children/Youth up to 19 years of age.
 - b. Seniors and People with Disabilities at or below 100% Bay Area Median Income. Available for San Francisco residents only. Application and certification requirements apply (www.sfmta.com/freemuni)
 - c. Individuals experiencing homelessness as certified by the Department of Homelessness and Supportive Services .
 - d. San Francisco Police and Sheriff Deputies presenting a regulation seven pointed star and in full uniform.
 - e. Active employees of the SFMTA.
 - f. Dependents of active full-time SFMTA TWU Local 250A employees.
 - g. SFMTA TWU Local 250A retirees.

FARES AND PRODUCTS

1. **SINGLE RIDE** – Single ride fares are valid for unlimited travel for 120 minutes from time of payment or activation on Clipper or mobile ticketing and until 5 a.m. the following day if purchased after 8:30 p.m. Travel must be completed by expiration of time period
2. **DAY PASS** – Valid for unlimited travel (with the exception of Cable Car) until 11:59 p.m. the day of activation.
3. **“M” MONTHLY PASS (Muni-Only)** – Valid for unlimited travel on all Muni service from the first day of the month through the third day of the following month.
4. **“A” MONTHLY PASS (Muni + BART within San Francisco)** – Valid for unlimited travel on all Muni service and BART service within San Francisco. For Muni service pass is effective from the first day of the month through the third day of the following month. For BART service, pass expires on the last day of the purchased month.
5. **CABLE CAR SINGLE RIDE** – Valid for one single ride on a cable car with no transfers or re-boarding.
6. **ONE, THREE AND SEVEN DAY PASSPORTS** – Valid for unlimited travel on all Muni service (including Cable Car) until 11:59 p.m. on the last day of eligible use.

7. PARATRANSIT VAN SERVICE – Shared service for door to door and group travel.
8. PARATRANSIT TAXI SERVICE – Service offered in partnership with San Francisco taxi companies.

FARE PRODUCTS (LIMITED AVAILABILITY)

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

1. TOKENS (BAGS OF 10) – Each equivalent to one full fare pre-paid single ride fare.
2. LIMITED USE MONTHLY PASSES – Monthly pass available on Clipper limited use ticket. Valid from the first day of the month until the last (no grace period).

INTER-AGENCY DISCOUNTS

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

SPECIAL FARES

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

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

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

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

PROOF OF PAYMENT

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

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

INSTITUTIONAL PASS PROGRAM

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

THIRD PARTY SALES COMMISSION

Third-party sellers, under agreement with the SFMTA, shall be entitled to a \$0.75 commission per fare media item sold and \$1.50 for transit maps.

BULK DISCOUNT

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

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

Bulk rate purchases are non-refundable.

REFUNDS/REPLACEMENTS

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

ADOPTION OF FARES

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

The following policies apply to setting certain fares and products:

Fare/Product	Pricing Formula
Full Fare (Clipper/MuniMobile)	\$0.25 discount
Reduced Fare (Clipper/MuniMobile)	\$0.10 discount
Reduced/Low-Income Fares & Products	Fifty-percent of Full Fare single ride/monthly pass
“A” Pass Premium	“M” monthly pass fare + 20%
One Day Passport (Pre-Paid)	One Cable Car + two Full Fare
Three Day Passport (Pre-Paid)	Two Cable Car + six Full Fare
Seven Day Passport (Pre-Paid)	Two Cable Car + ten Full Fare
Day Pass	Two Full Fare
Paratransit Van Service	Equal to Full Fare

EFFECTIVE DATE

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

Enclosure 5

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.	\$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
<p>Evening Parking Meter Operation and Enforcement</p>	<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>	<p>\$4M</p>	<p>\$8M</p>

Enclosure 6

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. AIPP 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 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.

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
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*			

Program	Current Fee	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
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 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*	\$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 create a new tow fee for individuals experiencing homelessness, so that the total cost of a tow is more equitable for anyone who is unhoused. The SFMTA also proposes to consolidate the medium duty and heavy-duty tow fees, 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	\$242	\$257

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	\$336	\$354

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	\$238	\$238
Tow Fee (Medium Duty)	\$358.50	\$256	\$263
Tow Fee (Heavy Duty)	\$567.50	\$256	\$263
Tow Fee (Individuals experiencing homelessness)	N/A	\$100	\$100
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	\$46	\$47
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	\$22	\$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	\$57	\$58
Storage Fee – Light Duty Vehicles (other than motorcycles/scooters) every full calendar day (or part thereof) following the first 24 hours	\$62.50	\$68	\$70
Storage Fee – Medium Duty Vehicles – first 24 hours or part thereof	\$72.25	\$78	\$81
Storage Fee – Medium Duty Vehicles – every full calendar day (or part thereof) following the first 24 hours	\$86.50	\$94	\$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	\$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	\$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	\$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 85 percent for the two-year period with an unrecovered amount totaling an estimated \$8.8 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 AIIP.

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 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 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
29-35 Signs	\$861	\$905	\$925

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

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 AIPP.

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

Enclosure 7

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. 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 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 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
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
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.

Enclosure 8

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	\$100	\$100
Div I 7.2.12	Bicycle Riding Restricted**	\$100	\$100	\$100
Div I 7.2.13	NUV Violation**	\$72	\$100	\$100

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	\$110	\$110
Div I 7.2.26	Yellow Zone	\$106	\$110	\$110
Div I 7.2.27	White Zone	\$110	\$110	\$110
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	\$110	\$110
Div I 7.2.37	Motorcycle Parking	\$110	\$110	\$110
Div I 7.2.38	Parking in Stand	\$110	\$110	\$110
Div I 7.2.39	Parking Transit- Only	\$110	\$110	\$110
Div I 7.2.40	Tow-Away Zone- Downtown Core	\$110	\$110	\$110
Div I 7.2.41	Tow-Away Zone- Outside Downtown Core	\$106	\$110	\$110
Div I 7.2.42	Parking Restrictions	\$106	\$110	\$110
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	\$110	\$110
Div I 7.2.48	Repairing Vehicle	\$97	\$102	\$104
Div I 7.2.49	Permit on Wrong Car	\$110	\$110	\$110
Div I 7.2.50	Invalid Permit	\$110	\$110	\$110
Div I 7.2.51	Parking Marked Space*	\$72	\$65	\$67
Div I 7.2.52	On-Streetcar Share Parking	\$110	\$110	\$110
Div I 7.2.54	Large Vehicle	\$110	\$110	\$110

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	\$100	\$100
Div I 7.2.64	Block Charging Bay	\$110	\$110	\$110
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	\$110	\$110

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	\$110	\$110
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	\$100	\$100
Div I 7.2.74	Streetcar Right- of- Way	\$100	\$100	\$100
Div I 7.2.75	Passing Safety Zones	\$100	\$100	\$100
Div I 7.2.76	Removal of Vehicles- Collision	\$100	\$100	\$100
Div I 7.2.77	Weight Restricted Streets	\$100	\$100	\$100

COMMERCIAL VEHICLES

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

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	\$110	\$110
Div I 7.2.82	Selling from Vehicle	\$110	\$110	\$110
Div I 7.2.83	Truck Loading	\$106	\$110	\$110
Div I 7.2.84	Commercial Vehicle Parking	\$110	\$110	\$110
Div I 7.2.86	Idling Engine While Parked	\$100	\$105	\$107
Div I 7.2.87	Commercial Passenger Vehicle Street Restrictions	\$110	\$110	\$110
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
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	\$110	\$110
VC22500B	Parking in Crosswalk	\$110	\$110	\$110
VC22500C	Safety Zone	\$110	\$110	\$110
VC22500D	15 ft. Fire Station	\$110	\$110	\$110
VC22500E	Driveway	\$110	\$110	\$110
VC22500F	On Sidewalk	\$110	\$110	\$110
VC22500G	Excavation	\$72	\$76	\$77
VC22500H	Double Parking	\$110	\$110	\$110
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	\$110	\$110
VC22515A	Unattended motor vehicles	\$106	\$110	\$110
VC22515B	Unsecured motor vehicles	\$106	\$110	\$110

CODE SECTION	DESCRIPTION	Current Fine Amount	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
VC22516	Locked vehicles	\$85	\$89	\$91
VC22521	Railroad tracks	\$110	\$110	\$110
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	\$110	\$110
VC22526B	Block/intersection while Turning**	\$110	\$110	\$110
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 9

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

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

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

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 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 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	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	*	*
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
Other	Current Year	FY 2021 Rate	FY 2022 Rate
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 Rate	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 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

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 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 (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 Rate	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 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

Portsmouth Square 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	*	*
Evenings (enter after 5pm and exit by 4am)	SFpark program	*	*
Daily Maximum/Lost Ticket	SFpark program	*	*
Monthly	Current Year	FY 2021 Rate	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 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

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	*	*

Transient rates	Current Year	FY 2021 Rate	FY 2022 Rate
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	SF <i>park</i> program	*	*
1-2 Hours	SF <i>park</i> program	*	*
2-3 Hours	SF <i>park</i> program	*	*
3-4 Hours	SF <i>park</i> program	*	*
4-5 Hours	SF <i>park</i> program	*	*
5-6 Hours	SF <i>park</i> program	*	*
6-7 Hours	SF <i>park</i> program	*	*
7-8 Hours	SF <i>park</i> program	*	*
Daily Maximum/Lost Ticket	SF <i>park</i> program	*	*
Motorcycle (daily)	SF <i>park</i> program	*	*
Monthly	Current Year	FY 2021 Rate	FY 2022 Rate
Regular	SF <i>park</i> program	*	*
Restricted evenings	SF <i>park</i> program	*	*
Carshare / Car Pool	SF <i>park</i> program	*	*
Motorcycle	SF <i>park</i> program	*	*
Other	Current Year	FY 2021 Rate	FY 2022 Rate
Late Monthly Payment	\$38	\$40	\$41
New Account Activation Fee	\$38	\$40	\$41

Other	Current Year	FY 2021 Rate	FY 2022 Rate
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 garage)	50% of Daily Maximum	50% of Daily Maximum	50% of Daily Maximum
Special Event Rate	\$7-\$55	\$8-\$58	\$8-\$59

Union Square Garage

Transient rates	Current Year	FY 2021 Rate	FY 2022 Rate
Midnight-9am hourly	SFpark program	*	*
9am-Noon hourly	SFpark program	*	*

Transient rates	Current Year	FY 2021 Rate	FY 2022 Rate
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	*	*
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	*	*

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



Enclosure 10

**DRAFT
Title VI Analysis
FY 2021 & FY 2022
Proposed Fare Changes**

I. Background

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color or national origin in programs and activities receiving Federal financial assistance. Specifically, Title VI provides that "no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." (42 U.S.C. Section 2000d)

The draft analysis below, to be forwarded to the Board of Directors of the San Francisco Municipal Transportation Agency (SFMTA) for review and public comment on March 17, 2020, responds to the reporting requirements contained in the Federal Transit Administration's (FTA) Circular 4702.1B, "Title VI and Title VI-Dependent Guidelines," which provides guidance to transit agencies serving large urbanized areas and requires that these agencies "shall evaluate significant system-wide service and fare changes and proposed improvements at the planning and programming stages to determine whether these changes have a discriminatory impact." (Circular 4702.1B, Chapter IV-10) The FTA requires that transit providers evaluate the effects of service and fare changes on low-income populations in addition to Title VI-protected categories of race, color and national origin. In addition, once completed, SFMTA is required to submit the equity analysis to the SFMTA Board of Directors for its consideration, awareness and approval and to provide a copy of the Board resolution to the FTA as documentation. A multilingual outreach campaign to gather public comment is in process.

Established by voter proposition in 1999, the San Francisco Municipal Transportation Agency (SFMTA), a department of the City and County of San Francisco, operates the Municipal Railway (Muni), parking, traffic, bicycling, walking and paratransit. SFMTA also regulates taxis and emerging mobility programs within the City and County of San Francisco. Across five modes of transit, Muni has approximately 725,000 weekday passenger boardings. Founded in 1912, Muni is one of the oldest transit systems in the world. Muni is the largest transit system in the Bay Area and serves more than 220 million customers each year. The Muni fleet is unique and includes historic streetcars, renewable diesel and electric hybrid buses and electric trolley coaches, light rail vehicles, paratransit cabs and vans, and the world-famous cable cars. Muni has 79 routes throughout the City and County San Francisco with all residents within a quarter mile of a transit stop. Muni provides service 24 hours a day, seven days a week and provides seamless connections to other Bay Area public transit systems such as BART, AC Transit, Golden Gate Transit and Ferries, SamTrans, and Caltrain.

This Title VI analysis includes:

- SFMTA's Board-approved disparate impact and disproportionate burden policies;
- A description of the proposed fare changes and background on why the changes are being proposed;
- A data analysis based on available customer survey data to determine the percentage of users of each fare media proposed for increase or decrease, including a profile of fare usage by protected group – minority and low-income – and comparison to their representation system-wide;
- An analysis of potential impacts on minority and/or low-income customers;

- Any required analysis of alternative transit modes, fare payment types or fare media availability for customers who may be impacted by the proposed fare changes; and,
- A summary of planned public outreach and engagement efforts to seek public comment.

II. SFMTA's Title VI-Related Policies

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

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

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

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

As part of the SFMTA's process to develop the disparate impact and disproportionate burden policies, SFMTA is conducting a multilingual stakeholder outreach campaign to receive input on the proposed policies and engage the public in the decision-making process for adoption of these policies by the SFMTA Board. This effort includes presentations to the SFMTA Citizens Advisory Council (CAC) and Muni Accessible Advisory Committee (MAAC), as well as two public workshops. The workshops will be promoted through email, telephone calls to community groups and in 10 languages on the SFMTA website. Outreach is also targeted to approximately 30 Community Based Organizations and transportation advocates with broad representation among low-income and minority communities. Staff will also offer to meet with some community groups if they were unable to attend the public workshops. In addition, staff presented the Title VI recommendations at the SFMTA Board of Directors meeting on Tuesday,

July 16, 2013. The policies were approved at the Board of Directors meeting on August 20, 2013.

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

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

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

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

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

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

IV. Data Analysis and Methodology

In order to make an appropriate assessment of disparate impact or disproportionate burden in regard to fare changes, the transit provider must compare available customer survey data and show the number and percentage of minority riders and low-income riders using a particular fare media, or aggregated categories if applicable, in order to establish whether minority and/or low-income riders are disproportionately more likely to use the mode of service, payment type or payment media that would be subject to the fare change. (Circular 4702.1B, Chapter IV-19). For the purposes of this Title VI analysis, demographic data for ridership by fare type was used from the comprehensive 2017 System-wide On Board Survey, conducted in Fall 2016 through Summer 2017.

The survey asked demographic questions for race/ethnicity, English proficiency, gender, income and travel information such as payment type, trip purpose, origin and destination and mode to transit access. Consultants collected over 41,000 survey responses, of which over 39,000 were weekday responses, providing a statistically significant snapshot of ridership patterns. This provides the basis for determining the potential impacts of fare changes on our customers. A copy of the survey is available upon request.

As noted above, the SFMTA Board approved a methodology for analyzing Title VI impacts. In the case of fare changes, both increases and decreases of any amount, this methodology relies on comparing the percentage of protected customers using particular fare products or instruments, as a package of changes, to their representation system-wide.

When Title VI-protected customers' usage of said fare products or instruments, as a package of changes, exceeds their system-wide average by eight percent or more, and the cost of those products or instruments in the package is being increased, then a finding of disparate impact (minority populations) and/or disproportionate burden (low-income populations) is indicated.

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

Respondents who declined to answer questions about income or ethnicity are excluded from the analysis when calculating minority or low income percentages. The overall system-wide averages were determined from National Transit Database and Automatic Passenger Counter (APC) data weighted by the weekly ridership share by line. The system-wide average for minority customers was determined to be 57%, and the system-wide average for low-income customers was determined to be 39%.

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

V. Description of Proposed Fare Changes and Summary of Impacts

The SFMTA's FY 2021 and 2022 budget includes some proposals to change certain fares per the Automatic Indexing Implementation Plan (AIIP) adopted by the SFMTA Board in 2009 and modified in April 2018. The AIIP is a formula based on the combination of Bay Area Consumer Price Index for all urban consumers (CPI-U) and SFMTA labor costs that serves as a policy for incremental fare increases. Automatic indexing is critical to ensure that service levels are not compromised given the increase in operating costs annually due to inflation. Application of the AIIP also ensures that riders can expect and anticipate small incremental fare increases over time

rather than unknown larger increases sporadically. The AIIP also reserves the right to forego an Automatic Inflater if the SFMTA Budget projections allow to support other significant fare policy goals, and reserves the right to set a higher Automatic Inflater if required or to set a different Automatic Inflater for each of the two years in the fare policy and pricing depending on the fare policy and pricing projections. Proposed fare changes analyzed below reflect proposals based on the AIIP, in addition to changes to further SFMTA policy goals.

The following fares increases are proposed in accordance with the AIIP: prepaid (Clipper and Muni Mobile) single ride, discount single ride, paratransit single ride, paratransit taxi service, one- three- and seven-day passports, cable car single ride, and off peak cable car.

The following fares are proposed to remain unchanged: adult, youth, senior, and people with disabilities single ride fares purchased on board vehicles or at a ticket vending machine in the Muni Metro system.

The following fares increases are proposed in accordance to the Supplemental Security Income (SSI) cost-of-living adjustment (COLA): Lifeline passes. SSI COLA is being used to align the rate of fare increase with the rate of income or benefits that vulnerable populations may receive, rather than the AIIP, which is tied to Bay Area CPI-U and increases to SFMTA's salary and fringe benefit costs.

The following monthly pass increases are proposed at a rate greater than AIIP: "M" Pass, "A" Pass, Senior Pass, reduced fare monthly passes and Disabled monthly passes. This increase is due to a change in the base number of pre-paid single rides used to calculate the "M" Pass price, on which all other monthly pass prices are based. These increases are based on an update to the base number of pre-paid single fare rides by which the "M" Pass is calculated, to align with comparable practices by peer agencies; in FY 2020 SFMTA used 31, in FY 2021 the base number will be equivalent to 32 pre-paid single rides, and in FY 2022 the base number will be equivalent to 34 pre-paid single rides.

The following new fare instruments are proposed to promote equity goals: Free Muni for all youth up to, but not including, age 19; Free Muni for Individuals Experiencing Homelessness.

The following new fare products and programs are proposed to encourage transit usage aligned with Transit First goals: Cable Car Discount Single Ride for MuniMobile, and extending bulk rate discounts of pre-paid fare media.

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

Table 1 and Table 3 provide disparate impact analysis for the cumulative effects of the proposed fare changes. Table 3 and Table 4 provide disproportionate burden analysis for the cumulative effects of the proposed fare changes.

Table 1: Estimated Riders by Fare Media – Disparate Impact Analysis for Fare Increases

Fare Type	FY 2020 Current Fares	FY 2021 Proposed Fares	FY 2022 Proposed Fares	FY 2020-2022 Change	FY 2020-2022 % Change	Riders ¹	Riders Who Reported Race/Ethnicity ²	Minority Riders ³	Percent Minority ⁴
Adult Base Fare - Clipper/ Mobile Ticketing	\$2.50	\$2.75	\$2.75	\$0.25	10%	199,565	198,750	97,130	49%
Senior Base Fare - Clipper/ Mobile Ticketing	\$1.25	\$1.35	\$1.35	\$0.10	8%	3,738	3,727	1,168	31%
Disabled Base Fare - Clipper/ Mobile Ticketing	\$1.25	\$1.35	\$1.35	\$0.10	8%	569	566	353	62%
Adult “A” Monthly Pass (+ BART in SF) ⁵	\$98.00	\$106.00	\$114.00	\$15.00	15%	202,947	201,541	113,477	56%
Adult “M” Monthly Pass (Muni Only) ⁵	\$81.00	\$88.00	\$94.00	\$13.00	16%				
Senior Monthly Pass - 50% of Adult Fare	\$40.00	\$44.00	\$47.00	\$7.00	18%	8,201	8,146	4,364	54%

Fare Type		FY 2020 Current Fares	FY 2021 Proposed Fares	FY 2022 Proposed Fares	FY 2020-2022 Change	FY 2020-2022 % Change	Riders ¹	Riders Who Reported Race/Ethnicity ²	Minority Riders ³	Percent Minority ⁴
Disabled Monthly Pass - 50% of Adult Fare		\$40.00	\$44.00	\$47.00	\$7.00	18%	46	46	34	74%
Lifeline Monthly Pass		\$40.00	\$41.00	\$42.00	\$2.00	5%	18,009	17,971	16,123	90%
Lifeline Single Ride Fare (Clipper only) ⁶		\$1.25	\$1.35	\$1.35	\$0.10	8%	18,009	17,971	16,123	90%
Cable Car Single Ride Ticket - On Board		\$8.00	\$8.00	\$9.00	\$1.00	13%	12,032	11,950	4,485	38%
Cable Car Single Ride Ticket - Pre-Paid		\$8.00	\$8.00	\$9.00	\$1.00	13%	1,758	1,758	850	48%
Passports (Vendor/Kiosk Sales)	1-Day	\$24.00	\$25.00	\$26.00	\$2.00	8%	8,091	8,016	2,627	33%
	3-Day	\$36.00	\$38.00	\$39.00	\$3.00	8%				
	7-Day	\$47.00	\$49.00	\$50.00	\$5.00	11%				

Fare Type		FY 2020 Current Fares	FY 2021 Proposed Fares	FY 2022 Proposed Fares	FY 2020-2022 Change	FY 2020-2022 % Change	Riders ¹	Riders Who Reported Race/Ethnicity ²	Minority Riders ³	Percent Minority ⁴
Passports (Clipper) ⁷	1-Day	\$13.00	\$25.00	\$26.00	\$13.00	100%	N/A	N/A	N/A	N/A
	3-Day	\$31.00	\$38.00	\$39.00	\$8.00	26%				
	7-Day	\$41.00	\$49.00	\$50.00	\$11.00	27%				
Passports (Mobile Ticketing)	1-Day	\$13.00	\$14.00	\$15.00	\$2.00	15%	262	247	105	43%
	3-Day	\$31.00	\$33.00	\$35.00	\$3.00	10%				
	7-Day	\$41.00	\$44.00	\$46.00	\$5.00	12%				
Class Pass		\$33.00	\$33.00	\$34.00	\$1.00	3%	4,119	4,106	2,468	60%
All Day Pass (MuniMobile only)		\$5.00	\$5.50	\$5.50	\$0.50	10%	N/A	N/A	N/A	N/A
Total Fare Increase							477,346	474,795	259,307	55%
Total All Fare Media ⁸							663,236	659,292	376,000	57%

1. *Riders* includes all survey responses per fare media.

2. *Riders Who Reported Race/Ethnicity* includes responses per fare media who choose to report race/ethnicity.

3. *Minority Riders* includes responses per fare media who choose to report race/ethnicity and fall in minority category per definition.

4. *Percent Minority* is a percentage calculation of *Minority Riders* out of *Riders Who Reported Race/Ethnicity* per fare media.

5. 2017 Systemwide On-Board Survey did not distinguish between "A" and "M" Monthly Pass.

6. Demographic data for *Lifeline Single Ride* is assumed same as *Lifeline Monthly Pass* survey data as the same population would benefit from this new fare media.

7. 2017 Systemwide On-Board Survey did not yield any riders who purchased *Passports* on Clipper.

8. *Total All Fare Media* includes additionally assumed demographic data for *Lifeline Single Ride* fare media noted above.

Table 2: Estimated Riders by Fare Media -- Disparate Impact Analysis for All Fare Decreases

Fare Type	FY 2020 Current Fares	FY 2021 Proposed Fares	FY 2022 Proposed Fares	FY 2020-2022 Change	FY 2020-2022 % Change	Riders ¹	Riders Who Reported Race/Ethnicity ²	Minority Riders ³	Percent Minority ⁴
Cable Car Single Ride Discount Ticket - Youth/Seniors/Disabled ⁵	\$8.00	\$4.00	\$4.50	(\$3.50)	-44%	85,403	84,878	49,614	58%
Free Muni for All Youth ⁶	N/A	\$0.00	\$0.00	N/A	N/A	27,693	27,581	20,742	75%
Free Muni for Individuals Experiencing Homelessness ⁷	N/A	\$0.00	\$0.00	N/A	N/A	N/A	N/A	N/A	N/A
Total Fare Decrease						113,096	112,459	70,356	63%
Total All Fare Media ⁸						663,236	659,292	376,000	57%

1. *Riders* includes all survey responses for Youth, Seniors and Disabled Persons or Youth as applicable per category.
2. *Riders Who Reported Race/Ethnicity* includes responses per category who choose to report race/ethnicity.
3. *Minority Riders* includes responses per applicable category who choose to report race/ethnicity and are minority by definition.
4. *Percent Minority* is a percentage calculation of *Minority Riders* out of *Riders Who Reported Race/Ethnicity*.

- 5. *Cable Car Single Ride Discount Ticket for Youth, Seniors, and Disabled* is a new discount proposal; figures are based on all Youth, Senior, and Disabled riders from 2017 Systemwide On-Board Survey.
- 6. Figures are based on all riders Age 18 and under from 2017 Systemwide On-Board Survey as this entire population will benefit from a free muni ride.
- 7. 2017 Systemwide Onboard Survey does not report data on homelessness.
- 8. *Total All Fare Media* includes additionally assumed demographic data for *Lifeline Single Ride* fare.

Table 3: Estimated Riders by Fare Media -- Disproportionate Burden Analysis for All Fare Increases

Fare Type	FY 2020 Current Fares	FY 2021 Proposed Fares	FY 2022 Proposed Fares	FY 2020-2022 Change	FY 2020-2022 % Change	Riders 1	Riders Who Reported Income 2	Low Income Riders 3	Percent Low Income 4
Adult Base Fare - Clipper/ Mobile Ticketing	\$2.50	\$2.75	\$2.75	\$0.25	10%	199,565	175,822	55,156	31%
Senior Base Fare - Clipper/ Mobile Ticketing	\$1.25	\$1.35	\$1.35	\$0.10	8%	3,738	2,909	478	16%
Disabled Base Fare - Clipper/ Mobile Ticketing	\$1.25	\$1.35	\$1.35	\$0.10	8%	569	496	295	59%
Adult "A" Monthly Pass (+ BART in SF) 5	\$98.00	\$106.00	\$113.00	\$15.00	15%	202,947	176,181	50,177	28%
Adult "M" Monthly Pass (Muni Only) 5	\$81.00	\$88.00	\$94.00	\$13.00	16%				

Fare Type	FY 2020 Current Fares	FY 2021 Proposed Fares	FY 2022 Proposed Fares	FY 2020-2022 Change	FY 2020-2022 % Change	Riders 1	Riders Who Reported Income 2	Low Income Riders 3	Percent Low Income 4
Senior Monthly Pass - 50% of Adult Fare	\$40.00	\$44.00	\$47.00	\$7.00	18%	8,201	6,585	2,085	32%
Disabled Monthly Pass - 50% of Adult Fare	\$40.00	\$44.00	\$47.00	\$7.00	18%	46	46	46	100%
Lifeline Monthly Pass	\$40.00	\$41.00	\$42.00	\$2.00	5%	18,009	15,584	13,032	84%
Lifeline Single Ride Fare (Clipper only) 6	\$1.25	\$1.35	\$1.35	\$0.10	8%	18,009	15,584	13,032	84%
Cable Car Single Ride Ticket - On Board	\$8.00	\$8.00	\$9.00	\$1.00	13%	12,032	9,896	3,395	34%
Cable Car Single Ride Ticket - Pre-Paid	\$8.00	\$8.00	\$9.00	\$1.00	13%	1,758	1,520	464	31%

Fare Type		FY 2020 Current Fares	FY 2021 Proposed Fares	FY 2022 Proposed Fares	FY 2020-2022 Change	FY 2020-2022 % Change	Riders ¹	Riders Who Reported Income ²	Low Income Riders ³	Percent Low Income ⁴
Passports (Vendor/Kiosk Sales)	1-Day	\$24.00	\$25.00	\$26.00	\$2.00	8%	8,091	5,466	974	18%
	3-Day	\$36.00	\$38.00	\$39.00	\$3.00	8%				
	7-Day	\$47.00	\$50.00	\$52.00	\$5.00	11%				
Passports (Clipper) ⁷	1-Day	\$13.00	\$25.00	\$26.00	\$13.00	100%	N/A	N/A	N/A	N/A
	3-Day	\$31.00	\$38.00	\$39.00	\$8.00	26%				
	7-Day	\$41.00	\$50.00	\$52.00	\$11.00	27%				
Passports (Mobile Ticketing)	1-Day	\$13.00	\$14.00	\$15.00	\$2.00	15%	262	215	48	22%
	3-Day	\$31.00	\$33.00	\$34.00	\$3.00	10%				
	7-Day	\$41.00	\$44.00	\$46.00	\$5.00	12%				
Class Pass		\$33.00	\$33.00	\$34.00	\$1.00	3%	4,119	3,658	2,936	80%
All Day Pass (MuniMobile only)		\$5.00	\$5.50	\$5.50	\$0.50	10%	N/A	N/A	N/A	N/A
Total Fare Increase							477,346	413,962	142,118	34%
Total All Fare Media ⁸							663,236	570,959	220,699	39%

1. *Riders* includes all survey responses per fare media.

2. *Riders Who Reported Income* includes responses per fare media who choose to report income bracket.

3. *Low Income Riders* includes responses per fare media who choose to report income bracket and fall in low income category per definition.
4. *Percent Low Income* is a percentage calculation of *Low Income Riders* out of *Riders Who Reported Income* per fare media.
5. 2017 Systemwide On-Board Survey did not distinguish between "A" and "M" Monthly Pass.
6. Demographic data for *Lifeline Single Ride* is assumed same as *Lifeline Monthly Pass* survey data as the same population would benefit from this new fare media.
7. 2017 Systemwide On-Board Survey did not yield any riders who purchased *Passports* on Clipper.
8. *Total All Fare Media* includes additionally assumed demographic data for *Lifeline Single Ride* fare media noted above.

Table 4: Estimated Riders by Fare Media -- Disproportionate Burden Analysis for All Fare Decreases

Fare Type	FY 2020 Current Fares	FY 2021 Proposed Fares	FY 2022 Proposed Fares	FY 2020-2022 Change	FY 2020-2022 % Change	Riders ¹	Riders Who Reported Income ²	Low Income Riders ³	Percent Low Income ⁴
Cable Car Single Ride Discount Ticket - Youth/Seniors/Disabled ⁵	\$8.00	\$4.00	\$4.50	(\$3.50)	-44%	85,403	65,346	35,659	55%
Free Muni for All Youth ⁶	N/A	\$0.00	\$0.00	N/A	N/A	27,693	19,747	12,747	65%
Free Muni for Individuals Experiencing Homelessness ⁷	N/A	\$0.00	\$0.00	N/A	N/A	N/A	N/A	N/A	N/A
Total Fare Decrease						113,096	85,093	48,406	57%
Total All Fare Media ⁸						663,236	570,959	220,699	39%

1. *Riders* includes all survey responses for Youth, Seniors and Disabled Persons or Youth as applicable per category.
2. *Riders Who Reported Income* includes responses per category who choose to report income bracket.
3. *Low Income Riders* includes responses per applicable category who choose to report income bracket and are low income by definition.
4. *Percent Low Income* is a percentage calculation of *Low Income Riders* out of *Riders Who Reported Income*.

5. *Cable Car Single Ride Discount Ticket for Youth, Seniors, and Disabled* is a new discount proposal; figures are based on all Youth, Senior, and Disabled riders from 2017 Systemwide On-Board Survey.
6. Figures are based on all riders Age 18 and under from 2017 Systemwide On-Board Survey as this entire population will benefit from a free muni ride.
7. 2017 Systemwide Onboard Survey does not report data on homelessness.
8. *Total All Fare Media* includes additionally assumed demographic data for *Lifeline Single Ride* fare.

Table 5: Summary of Disparate Impact and Disproportionate Burden Analysis
All Fare Changes

Item	Minority	Disparate Impact?	Low Income	Disproportionate Burden?
All Fare Media	57%	-	39%	-
Fare Increases	55%	No	34%	No
Fare Decreases	63%	No	57%	No

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

All Fare Increases

Shown in Table 5, all fare increases will impact 55% of minority riders and 34% of low income riders. Both are within eight percent of their respective system-wide averages of 57% minority and 39% low income riders, so no disparate impact or disproportionate burden is found. If the MTA Board chooses not to move forward with any of the proposed fare increases, the analysis will need to be re-run to ensure the change does not result in a disparate impact, which would require further analysis, including an analysis of less discriminatory fare alternatives, or a finding of disproportionate burden.

All Fare Decreases

Shown in Table 5, all fare decreases will impact 63% of minority riders and 57% of low income riders. There is no disparate impact as a result of fare decreases since it is within eight percent of the system-wide average of 57% minority riders. Although fare decreases deviate more than eight percent of the system-wide average of 39% low-income riders, the fare decreases provide more of a benefit to low income riders, so no disproportionate burden is found.

VI. Low and Moderate Income Fare Programs

The SFMTA has developed a number of programs geared specifically towards low-income customers in every fare category, including the Lifeline Adult Monthly Pass (half-price monthly pass), and the Free Muni program for Youth, Seniors, and People with Disabilities. Table 6 indicates the income eligibility thresholds for each of these programs.

Table 6: Muni Discount Programs

Household Size	Adult Lifeline Pass (50% off Muni-Only 'M' Pass) Eligibility: 200% of Federal Poverty Level or Less (2019)	Free Muni for Low and Moderate Income Youth, Seniors, and People with Disabilities Eligibility: 100% Bay Area Median Income or Less (2019)
1	\$24,980	\$86,200
2	\$33,820	\$98,500
3	\$42,660	\$110,850
4	\$51,500	\$123,150
5	\$60,340	\$133,000
6	\$69,180	\$142,850
7	\$78,020	\$152,700

VII. Free Muni for People Experiencing Homelessness

The SFMTA is also proposing to extend Free Muni for people experiencing homelessness. No ridership data is available for this population as the 2017 Systemwide On-Board Survey did not include a survey question on the state of homelessness. Table 7 and 8 below show demographic data from the [San Francisco Homeless Count and Survey Comprehensive Report: 2019](#), published by the San Francisco Department of Homelessness and Supportive Housing.

The report publishes race and ethnicity via two separate questions.

Table 7: Homeless Survey Population - Hispanic or Latinx Ethnicity

Hispanic/Latinx	Not Hispanic/Latinx	Don't Know/Refuse
18%	79%	3%

Table 8: Homeless Survey Population - Race

White	Minority
29%	71%

Table 9 shows mean monthly income for both employed and unemployed homeless population survey respondents. Although the employed homeless population generally has a higher income than the unemployed homeless population, a large majority of both are low income per SFMTA's definition of 200% below federal poverty level of \$24,980 even for a household of one.

Table 9: 2019 Homeless Mean Monthly Income

Mean Monthly Income	Employed	Unemployed
\$0-\$99	11%	36%
\$100-\$449	10%	24%
\$450-\$749	23%	15%
\$750-\$1,099	20%	18%
\$1,100-\$1,499	22%	4%
\$1,500-\$3,000	13%	2%
More than \$3,000	1%	1%

VIII. Free Muni for all Youth

The SFMTA is proposing to extend free muni service to all youth up to age 19, currently free service is only offered to those at or below 100% of Bay Area median income. This change will allow the SFMTA to eliminate the application requirement for the existing Free Muni program participants which has been identified as a barrier to accessing the program. In addition, providing all youth free access encourages transit use at an early age.

IX. Clipper/MuniMobile Single Ride Fare Discount

Beginning in January 2017, the SFMTA has implemented a \$0.50 single ride fare discount for adults, and \$0.25 for youth, seniors and people with disabilities using Clipper or MuniMobile. The purpose of this discount was to incentivize pre-payment of fares, reducing the costs associated with cash fare processing and increased dwell times for transit boardings. This change has resulted in a 21% increase in cash fares and more than 70% of single ride fare transactions occurring on these platforms. The SFMTA believes that reducing the discount to \$0.25 will maintain current usage rates, while providing much needed revenue for transit operations.

X. Public Comment and Outreach

Pursuant to Title VI of the Civil Rights Act of 1964 and its implementing regulations, as well as state and local laws, the SFMTA takes responsible steps to ensure meaningful access to the benefits, services, information, and other important portions of SFMTA's programs and activities for low-income, minority, and Limited-English Proficient individuals and regardless of race, color or national origin. Given the diversity of San Francisco and of Muni's ridership, the SFMTA is strongly committed to disseminating information on both service changes and fare increases that is accessible to Limited English Proficient (LEP) persons.

Multiple methods were used to engage Muni customers and solicit feedback and public comment from the community about the proposed fare changes. Outreach strategies included:

- Multilingual collateral on Muni vehicles publicizing budget feedback opportunities, including proposed fare and service changes, and notice of free language assistance in 10 languages:
 - 1,300 infocards posted in all vehicles, buses and Breda LRVs
 - 60 ads posted on LRV4s
 - 3,000 ads posted on buses
- Newspaper Ads in 13 newspapers, including ethnic media, publicizing budget feedback opportunities
- Social Media: Facebook ads publicizing budget feedback opportunities that reached more than 23,000 people
- Email updates to more than 20 community organizations publicizing budget feedback opportunities
- Email updates to more than 800 recipients
- Public meetings: Opportunities to provide public comment and feedback at two SFMTA Board of Directors meetings and an Online Budget Conversation with Jeff Tumlin

Table 10: SFMTA Outreach Schedule

Action	Date
SFMTA Board Workshop	January 28, 2020
1 st Citizen's Advisory Council (CAC) Meeting	February 6, 2020
1 st SFMTA Board Informational Presentation (Fares)	February 18, 2020
1 st Finance & Administration Committee (FAC) Meeting	February 19, 2020
2 nd SFMTA Board Informational Presentation (Parking Policy, Fees and Fines)	March 3, 2020
SFMTA Board Public Hearing	March 17, 2020
2 nd FAC Meeting	March 18, 2020
Public Online Open House	March 19, 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

XI. Conclusion

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color or national origin in programs and activities receiving Federal financial assistance. In compliance with this law, the SFMTA has conducted a Title VI analysis on its proposed fare changes for the next two fiscal years. This analysis found there are no disparate impacts or disproportionate burdens for proposed fare increases or decreases. Until approved and finalized by the Board of Directors, any changes to the proposed fare changes will need to be reassessed to ensure the new

proposals do not result in disparate impacts or disproportionate burdens and brought back before the Board for review and approval and further public comment.