

THIS PRINT COVERS CALENDAR ITEM NO.: 13

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Finance and Information Technology

BRIEF DESCRIPTION:

Approving the San Francisco Municipal Transportation Agency Fiscal Year (FY) 2019 and FY 2020 Operating Budget in the amounts of \$1,214.2 million and \$1,268.0 million respectively, including funding from development impact fees and the population-based General Fund allocation; authorizing changes to various fines, fees, fares, rates, and charges; amending the Transportation Code to address fees and penalties for the fiscal years beginning July 1, 2018, and July 1, 2019, including increases and decreases for late payment penalties, special collection fee, boot removal fee, Transportation Code and Vehicle Code penalties, color curb painting fees, towing and storage fees, administrative penalties for obstructing traffic, vehicle for hire penalty schedule, community service and payment plan processing fees, parking meter use fee, parklet installation fee, temporary no-parking sign posting fee, signs and parking space removal/relocation fee, intellectual property license fee (film permits), Clipper® Card and Lifeline ID Card replacement fee, taxi permit fees, vendor commission fees, non-standard vehicle permit fees, and fees for general permits including special traffic, temporary exclusive use of parking meters, residential area parking, contractor, vanpool, stationless bicycle share program application, SFMTA permit, on-street shared vehicle, press, designated shuttle stop use, farmer's market parking, temporary street closure (ISCOTT), and bus substitution fees; and adding taxi stand application fee, planning/development transportation analysis review fee, and development project review fee, and approving the SFMTA's Title VI Fare Equity Analysis for the proposed fare changes.

SUMMARY:

- Charter Section 8A.106 provides that the SFMTA must submit a two-year budget by May 1 of each even year.
- SFMTA Board and staff conducted public hearings, Town Hall meetings, a webinar, and other forums to hear public comment.
- Pursuant to Charter Section 16.112 and the SFMTA Board's Rules of Order, advertisements were placed in the City's official newspaper to provide notice of the April 3rd public hearing.
- The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31.

ENCLOSURES:

1. Resolution
2. Transportation Code Legislation
3. Changes to Fares, Fees, Fines, Rates and Charges
4. Development Impact Fees and Population-Based General Fund Allocation
5. Title VI Analysis
6. Public Outreach and Engagement Plan for Budget 2019-2020
7. FY 2019 and FY 2020 Proposed Operating Budget

APPROVALS:

DIRECTOR



DATE

3/28/2018

SECRETARY



3/28/2018

ASSIGNED SFMTAB CALENDAR DATE: April 3, 2018

PURPOSE

Approving the Fiscal Year (FY) 2019 and FY 2020 Operating Budget, in the amounts of \$1,214.2 million and \$1,268.0 million respectively, including funding from development impact fees and the population-based General Fund allocation; certifying that the FY 2019 and FY 2020 Operating Budget is adequate in making substantial progress towards meeting the performance standards established pursuant to Section 8A.103 for 2017 and 2018; authorizing changes to various fines, fees, fares, rates, and charges for the fiscal years beginning July 1, 2018, and July 1, 2019, including increases and decreases for late payment penalties, special collection fee, boot removal fee, Transportation Code and Vehicle Code penalties, color curb painting fees, towing and storage fees, administrative penalties for obstructing traffic, vehicle for hire penalty schedule, community service and payment plan processing fees, parking meter use fee, parklet installation fee, temporary no-parking sign posting fee, signs and parking space removal/relocation fee, intellectual property license fee (film permits), Clipper® Card and Lifeline ID Card replacement fee, taxi permit fees, vendor commission fees, non-standard vehicle permit fees, and fees for general permits including special traffic, temporary exclusive use of parking meters, residential area parking, contractor, vanpool, stationless bicycle share program application, SFMTA permit, on-street shared vehicle, press, designated shuttle stop use, farmer's market parking, temporary street closure (ISCOTT), and bus substitution fees; and adding taxi stand application fee, planning/development transportation analysis review fee, and development project review fee, and approving the SFMTA's Title VI Fare Equity Analysis for the proposed fare changes; approving the Municipal Railway fare changes based on the SFMTA's automatic Consumer Parking Index (CPI) indexing policy effective September 1, 2018 and some based on alternative pricing and products including maintaining fares for Single ride fares for Clipper/Muni Mobile, limiting "A" pass to a 20% premium above the "M" Pass, implementing fare differentials for visitor passports, adopting a new low-income single ride product, implementing a new day pass at two times the regular fare, authorizing a 10% discount for bulk purchases of 100 or more Cable Car tickets and Passports and expanding the use of institutional models to other groups and organizations; approving the additional increases to various fines, fees, rates, and charges including service vehicle rental fees, bus rerouting fees, and parking garage and lot fees; amending Transportation Code Division II to increase and decrease late payment penalties, special collection fee, boot removal fee, Transportation Code and Vehicle Code penalties, color curb painting fees, towing and storage fees, administrative penalties for obstructing traffic, vehicle for hire penalty schedule, community service and payment plan processing fees, parking meter use fee, parklet installation fee, temporary no-parking sign posting fee, signs and parking space removal/relocation fee, intellectual property license fee (film permits), Clipper® Card and Lifeline ID Card replacement fee, taxi permit fees, vendor commission fees, non-standard vehicle permit fees, and fees for general permits including special traffic, temporary exclusive use of parking meters, residential area parking, contractor, vanpool, stationless bicycle share program application, SFMTA permit, on-street shared vehicle, press, designated shuttle stop use, farmer's market parking, temporary street closure (ISCOTT), and bus substitution fees; and adding taxi stand application fee, planning/development transportation analysis review fee, and development project review fee; approving the Title VI analysis of the impact of the proposed fare changes on low-income and minority communities in San Francisco which determined that there is no disparate impact to minority populations or disproportionate burden to low-income populations; approving a waiver of fares on New Year's Eve 2019, between 8 PM on December 31, 2018 and 5 a.m. January 1, 2019 and on New Year's Eve 2020, between 8 PM on December 31, 2019 and 5 a.m. January 1, 2020; concurring with the Controller's certification that parking citation processing and collection services; facility security services; paratransit services; parking meter collection and coin counting services; transit shelter

maintenance services; and vehicle towing, storage and disposal services can be practically performed by private contractors at a lesser cost than to provide the same services with City employees; and authorizing the Director of Transportation to make any necessary technical and clerical corrections to the approved budget of the SFMTA and to allocate additional revenues and/or City and County discretionary revenues.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

This item supports all of the Strategic Plan Goals.

Goal 1: Create a safer transportation experience for everyone

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

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

Goal 4: Create a workplace that delivers outstanding service

This item will support the following Transit First Policy Principles:

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods. Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.
2. Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.
3. Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.
4. Transit priority improvements, such as designated transit lanes and streets and improved signalization, shall be made to expedite the movement of public transit vehicles (including taxis and vanpools) and to improve pedestrian safety.
5. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.
6. Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.
7. Parking policies for areas well served by public transit shall be designed to encourage travel by public transit and alternative transportation.
8. New transportation investment should be allocated to meet the demand for public transit generated by new public and private commercial and residential developments.
9. The ability of the City and County to reduce traffic congestion depends on the adequacy of regional public transportation. The City and County shall promote the use of regional mass transit and the continued development of an integrated, reliable, regional public transportation system
10. The City and County shall encourage innovative solutions to meet public transportation needs wherever possible and where the provision of such service will not adversely affect the service provided by the Municipal Railway

DESCRIPTION

Charter Section 8A.106 provides that the SFMTA must submit a two-year budget by May 1 of each even year. This budget must be submitted to the Mayor and Board of Supervisors.

Operating Budget – Baseline as of January 23, 2018 and Revised as of March 20, 2018

On January 23, 2018, the SFMTA Board of Directors reviewed the Operating Baseline Budget for FY 2019 and FY 2020 that included a \$23 million shortfall for FY 2019 and a \$20 million shortfall for FY 2020. On January 23, February 20, March 6, and March 20, the Board reviewed the Adjusted Baseline for FY 2019 and FY 2020 which included a \$17.8 million shortfall for FY 2019 and a \$13.1 million shortfall for FY 2020. On March 20, 2018 the Board reviewed a Revised Operating budget of \$13.2 million and \$30.2 million positive bottom lines.

On March 20, 2018, the Revised Operating Budget included the following:

- General Fund Baseline changes from the Controller's Office
- Additional parking revenues from citations and garages as a result of FY 18 actuals and the implementation of the Parking Access Revenue Control System (PARCS)
- Divisional recommendations for reductions
- Increase for various approved contracts including Paratransit, Garage and Parking Operations, security, and credit card processing fees
- Debt service payment schedule
- Cost increase in rental payment including Transbay
- Cost increase from anticipated power/utility rate increase
- Increase in workers compensation medical reimbursement

On March 20, 2018, the Revised Operating Budget did not include the following (see following section for items included in the Proposed Operating Budget):

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

The Baseline Budget previously presented included the following:

- Continuation of Free Muni for Low and Moderate Income Youth, Seniors and Disabled Riders
- Continuation of Tow Fee Reduction for Low Income
- Various Fee Waivers and Reduced Fees for the Taxi Program
- Implementation of the SFMTA Board's approved Automatic Indexing Policy and Cost Recovery calculations for various fares, fees, fines, rates and charges subject to the California Vehicle Code

- Senate Bill 1 revenues which represents funds provided by the state
- Fare and parking revenues from the Mission Bay Arena
- Population General Fund Baseline (for Capital use only)
- Development Fees (for Capital use only)
- Estimates from the Controller's Office on the General Fund Baseline transfers
- Estimates from Metropolitan Transportation Commission (MTC) on the state and regional operating grants
- Positions added during FY 2017 and FY 2018
- Pension and Healthcare Projected Costs
- Wage increases in executed labor contracts in FY 2019, estimate salary and benefit increase for FY 2020 (projected at 3.4%)

Operating Budget – Proposed as of April 3, 2018

The focus of this two-year Operating Budget is three-fold.

- First, to continue to support affordability goals, the two-year Operating Budget continues the Free Muni for Low and Moderate Income Youth, Seniors and Disabled program.
- Second, to amend fares to incentive transit outside of the Board approved indexing policy and provide additional financial and operational support for the taxi community.
- Third, to fund new transit programs to support the new light rail vehicle service including the setup of Central Subway services, operationalizing a new bus maintenance yard and provide training for the transit workforce.

The Proposed Operating Budget includes the following (numbers indicate amounts for FY 19 and FY 20 – in millions):

- Divisional recommendations for 2.5% reductions to the base budget (-\$17.3 and -\$16.4)
- Additional Transit Needs: LRV service increase; Opening Islais Creek, Central Subway operations and Workforce Future Recruitment and Training in Maintenance (\$35.9 and \$63.4)
- Use of Reserve Funds to support one time operating expenditures such as equipment and facility projects (\$9.7 and \$39.8)
- Increase to Caltrain operating support (\$1 and \$2)
- Continuation of Free Muni for Low and Moderate Income Youth, Seniors and Disabled Riders
- Additional Reduced Fees for the Taxi Program (\$0.5 and \$0.5)
- Implementation of the SFMTA Board's approved Automatic Indexing Policy and Cost Recovery calculations for various fares, fees, fines, rates and charges subject to the California Vehicle Code (not including those subject to policy decisions) – in baseline
- Senate Bill 1 revenues which represents funds provided by the state (\$27 each year)
- Fare and parking revenues from the Mission Bay Arena (\$2 each year)
- Additional estimates from the Controller's Office on the General Fund Baseline transfers (\$15.8 and \$37 million)
- Additional estimates from MTC on the state and regional operating grants (\$13.6 and -\$2.6)
- Positions added during FY 2017 and FY 2018 – in baseline
- Increases to contracts and other known items (\$7.2 and \$9.7)
- Pension and Healthcare Projected Costs– in baseline

- Wage increases in executed labor contracts in FY 2019 and an estimate for FY 2020 – in baseline

Funding for capital needs is included in the proposed Operating budget from the General Fund Population Based Baseline, Transportation Sustainability Fee and Development Impact fees administered by the Interagency Plan Implementation Committee (IPIC). The IPIC was established in October of 2006 by the Board of Supervisors to formalize interagency coordination for Area Plan-identified community improvements. Development Impact Fees are distributed by Eastern Neighborhoods, Market Octavia, and Visitacion Valley areas and total approximately \$4.55 million. Population-based General Fund Allocation has transit improvement funds totaling \$35.62 million and streets improvements funds totaling \$11.87 million.

The tables below summarize the FY 2018 year-end projections and the Proposed Operating Budget for FY 2019 and FY 2020:

REVENUES (\$ million)

Revenue Category	FY 2018 Year End Projections	FY 2019 Proposed Budget	FY 2020 Proposed Budget
Transit Fares	203.4	208.5	214.6
Operating Grants	148.4	170	174.4
Parking and Traffic Fees & Fines	327.4	354.4	362.2
Taxi Service	9.2	2.4	2.5
Other (Advertising, Interest, and Service Fees)	70.7	48.2	54.3
General Fund Transfer	313.6	333.4	354.6
Use of available fund balance	47.1	20.6	38
Sub-total	1,119.8	1,137.5	1,200.6
Capital Projects	63.7	76.7	67.4
Total Operating Budget	1,183.5	1,214.2	1,268.0

EXPENDITURES (\$ million)

Expenditure Category	FY 2018 Year End Projections	FY 2019 Proposed Budget	FY 2020 Proposed Budget
Salaries & Benefits	676.2	713.4	764.9
Contracts and Other Services	154.7	163.4	166
Materials & Supplies	78.2	73.3	79.3
Equipment & Maintenance	27.6	9.3	9.3
Rent & Building	44.4	32.9	33.3
Insurance, Claims, Payments to Agencies & Other Items	67.5	68.1	70.1
Services from City Departments	69.7	77.1	77.7
Use of Reserves	0.4	0.0	0.0
Sub-total	1,118.7	1,137.5	1,200.6
Capital Projects	64.8	76.7	67.4
Total Operating Budget	1,183.5	1,214.2	1,268.0

The table below summarizes the positions by divisions from FY 2018 to FY 2020.

DIVISION POSITION BUDGET (Number of FTEs)	FY 2018 Amended Budget	FY 2019 Proposed Budget	FY 2020 Proposed Budget
Capital Programs And Construction	214	209	209
Communications	44	41	41
Finance and Information Technology	398	407	407
Human Resources	95	167	167
Sustainable Streets	702	685	685
Transit	4,110	4,270	4,402
Taxi & Accessible Services	31	30	30
Other Divisions	97	29	29
GRAND TOTAL	5,692	5,839	5,969

Fund Balance

At the end of Fiscal Year 2018, it is projected that there will be about \$205-\$210 million in Undesignated Operating Fund Balance which represents approximately 16-17% of the total FY 2020 Proposed Budget of \$1,268 million. Therefore, \$78-\$83 million over of the 10% Reserve Policy approved by the SFMTA Board of Directors is available. The FY 19 and FY 20 Budget proposes to use \$48 million for one time equipment and facility projects and an additional \$10.6 million for cash flow purposes for the platform contract for the Arena project. This would leave approximately \$27-\$32 million above the 10% Reserve Policy.

Development Fees and Population-Based General Fund Allocation

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

Certification That SFMTA’s Budgets Are Adequate

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

Technical and Clerical Corrections

The resolution authorizes the Director of Transportation to make any necessary technical and clerical corrections to the approved SFMTA budgets and to allocate additional revenues and/or City and County discretionary revenues in order to fund additional adjustments to the operating budget. The Director of Transportation must return to the SFMTA Board of Directors for approval of technical or clerical corrections that, in aggregate, exceed a five percent increase of the total FY 2019 and FY 2020 Operating Budget.

TITLE VI ANALYSIS

The fare equity analysis included as part of this calendar item 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 changes that qualify as major service changes under the SFMTA's definition and fare changes of any amount, increases or decreases, on low-income populations in addition to Title VI-protected categories (race, color and national origin). In addition, upon completion of the fare or service equity analysis, the SFMTA is required to submit the equity analysis to the Board of Directors for its approval of the analysis and provide a copy of the Board resolution to the FTA as documentation. A Title VI fare equity analysis is being presented to the SFMTA Board at its April 3, 2018 Board meeting.

The Title VI analysis found that there are no disparate impacts or disproportionate burdens for fare decreases or fare increases as currently proposed. The SFMTA Board is asked to approve this analysis.

One specific proposal would increase the cash fare for cash paying adult riders by 50 cents and 25 cents for seniors, youth and people with disabilities, but not for customers using a Clipper® Card with cash value or MuniMobile Ticketing. SFMTA survey data suggests that this proposal would more greatly impact minority and low-income customers. Cash paying riders are more likely to be minority and low income riders. Of cash paying riders, nine percent more of them are minority riders and 24 percent more of them are low income riders compared to non-minority and non- low income riders. Also, the approximate annual median income of cash paying riders is \$35,000 which is half the income of riders who use Clipper® Card with cash value for payment. In addition, the analysis found that geographical access to the Clipper® card vendor network varies by neighborhood.

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

PUBLISHED NOTICE

Charter Section 16.112 requires published notice and hearing before the SFMTA may institute or change any fare, fee, 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 with the last publication not less than fifteen days prior to the public hearing. In compliance with both Charter Section 16.112 and the Board's Rules of Order, advertisements were placed in the City's official newspaper, to provide published notice for the April 3, 2018 Board meeting. The advertisements ran in the City's official newspaper on March 8, 11, 14, 15 and 18, 2018.

STAKEHOLDER ENGAGEMENT

Since the Baseline, Adjusted and Revised Operating Budgets were presented to the Board, there have been several public hearings where the Board has received public input and recommendations on certain aspects of the operating budget. In addition to the public hearings before the Board, SFMTA staff convened additional Town Hall meetings and a webinar to hear public comment on the budget and received public comment via other means such as mail and email. Details of this process and a summary of comments received are contained in the Public Outreach and Engagement Plan for Budget 2019-2020 document.

Based on feedback from taxi industry members during the budget outreach process, we have included the following revisions for the Board to consider:

- Reducing the medallion renewal fee for Prop K Medallion holders by 50%. This would reduce the FY19 fee to \$590 and FY20 fee to \$614. No change is recommended for Corporate and Pre-K Medallions.
- Reducing the Taxi Stand application fee by 50% to \$1,083 for FY19 and \$1,127 for FY20. The original proposed fee was \$2,166 for FY19 and \$2,253 for FY20.
- Reducing the Color Scheme renewal fee for color schemes with 1-5 medallions and 6-15 medallions and increase the application fee for those same two categories by the same percentage. Because there are significant economies of scale for color schemes with more medallions, this proposal stays true to the original intent and still provides fee relief for existing color schemes with fewer medallions.

The Citizens Advisory Committee and their Finance Committee held several meetings to consider and provide recommendations to the FY 2019 and FY 2020 Operating Budget and approved the Operating Budget at its March 22, 2018 meeting (CAC Motion 180322.05).

ALTERNATIVES CONSIDERED

The SFMTA Board considered various options at the March 6, 2018 and March 20, 2018 Board meetings including those summarized in Changes to Fares, Fees, Fines, Rates and Charges (Enclosure 3).

ENVIRONMENTAL REVIEW

The proposed FY 2019 and FY 2020 Operating Budget is subject to the California Environmental Quality Act (CEQA), as the Operating Budget includes modifications to fees, fares, rates and charges. Pursuant to the City Charter, revenue from parking related fees, rates and charges support transit service. CEQA provides a statutory exemption from environmental review for the establishment, modification, structuring, restructuring or approval of rates, tolls, and other charges under California Public Resources Code section 21080(b)(8) and CEQA Guidelines, Title 14 of the California Code of Regulations section 15273, if these rates, tolls, and other charges will be used to meet operating expenses, including employee wage rates and fringe benefits, or purchase or lease supplies, equipment, or materials.

On February 13, 2018, the SFMTA, under authority delegated by the Planning Department, determined (Case Number 2018-002861ENV) that the proposed FY 2019 and FY 2020 Operating Budget is statutorily exempt from environmental review under Title 14 of the California Code of Regulations section 21080(b)(8) and CEQA Guidelines, Title 14 of the California Code of Regulations section 15273

because the anticipated revenues will be used to meet SFMTA operating expenses, including employee wage rates and fringe benefits, or to purchase or lease supplies, equipment, or materials.

The SFMTA CEQA determination is on file with the Secretary to the SFMTA Board of Directors. The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31.

With respect to the capital projects listed in Development Impact Fees and Population-Based General Fund Allocation (Enclosure 4), these are projects that are not subject to CEQA because they are not projects for purposes of CEQA. This calendar item does not constitute an approval of these projects and the SFMTA will not seek approval for any of these projects until review under CEQA and Chapter 31 of the San Francisco Administrative Code is completed. The SFMTA retains the discretion to deny or disapprove these projects and if, after review under CEQA is completed, these projects are found to cause significant adverse impacts, the SFMTA retains absolute discretion to: (1) modify the project to mitigate significant adverse environmental impacts, (2) select feasible alternatives which avoid significant adverse impacts of the project, (3) require the implementation of specific measures to mitigate the significant adverse environmental impacts of the project, as identified upon environmental evaluation in compliance with CEQA and the Chapter 31, (4) reject the project as proposed if the economic and social benefits of the project do not outweigh otherwise unavoidable significant adverse impacts of the project, or (5) approve the project upon a finding that the economic and social benefits of the project outweigh otherwise unavoidable significant adverse impacts.

OTHER APPROVALS RECEIVED

Proposition J Certifications

Section 10.104.15 of the San Francisco Charter allows City departments to contract for services where such services can be practically performed under private contract at a lesser cost than similar work performed by City employees as determined by the Controller. The Board of Supervisors has requested that all Proposition J certifications be included as part of the SFMTA's budget. In response to this request, six contracts (listed below) were identified as requiring Proposition J certifications. Certifications were received from the Controller's Office as of April 3, 2018.

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

The City Attorney has reviewed this calendar item.

FUNDING IMPACT

The Proposed FY 2019 and FY 2020 Operating Budget will provide \$1,214.2 million and \$1,268.0 million for operations and a portion of capital needs.

RECOMMENDATION

SFMTA staff recommend that the SFMTA Board of Directors approve the Fiscal Year (FY) 2019 and FY 2020 Operating Budget, in the amounts of \$1,214.2 million and \$1,268.0 million respectively, including funding from development impact fees and the population-based General Fund allocation; certifying that the FY 2019 and FY 2020 Operating Budget is adequate in making substantial progress towards meeting the performance standards established pursuant to Section 8A.103 for 2017 and 2018; authorizing changes to various fines, fees, fares, rates, and charges for the fiscal years beginning July 1, 2018, and July 1, 2019, including increases and decreases for late payment penalties, special collection fee, boot removal fee, Transportation Code and Vehicle Code penalties, color curb painting fees, towing and storage fees, administrative penalties for obstructing traffic, vehicle for hire penalty schedule, community service and payment plan processing fees, parking meter use fee, parklet installation fee, temporary no-parking sign posting fee, signs and parking space removal/relocation fee, intellectual property license fee (film permits), Clipper® Card and Lifeline ID Card replacement fee, taxi permit fees, vendor commission fees, non-standard vehicle permit fees, and fees for general permits including special traffic, temporary exclusive use of parking meters, residential area parking, contractor, vanpool, stationless bicycle share program application, SFMTA permit, on-street shared vehicle, press, designated shuttle stop use, farmer's market parking, temporary street closure (ISCOTT), and bus substitution fees; and adding taxi stand application fee, planning/development transportation analysis review fee, and development project review fee, and approving the SFMTA's Title VI Fare Equity Analysis for the proposed fare changes; approving the Municipal Railway fare changes based on the SFMTA's automatic Consumer Parking Index (CPI) indexing policy effective September 1, 2018 and some based on alternative pricing and products including maintaining fares for Single ride fares for Clipper/Muni Mobile, limiting "A" pass to a 20% premium above the "M" Pass, implementing fare differentials for visitor passports, adopting a new low-income single ride product, implementing a new day pass at two times the regular fare, authorizing a 10% discount for bulk purchases of 100 or more Cable Car tickets and Passports and expanding the use of institutional models to other groups and organizations; approving the additional increases to various fines, fees, rates, and charges including service vehicle rental fees, bus rerouting fees, and parking garage and lot fees; amending Transportation Code Division II to increase and decrease late payment penalties, special collection fee, boot removal fee, Transportation Code and Vehicle Code penalties, color curb painting fees, towing and storage fees, administrative penalties for obstructing traffic, vehicle for hire penalty schedule, community service and payment plan processing fees, parking meter use fee, parklet installation fee, temporary no-parking sign posting fee, signs and parking space removal/relocation fee, intellectual property license fee (film permits), Clipper® Card and Lifeline ID Card replacement fee, taxi permit fees, vendor commission fees, non-standard vehicle permit fees, and fees for general permits including special traffic, temporary exclusive use of parking meters, residential area parking, contractor, vanpool, stationless bicycle share program application, SFMTA permit, on-street shared vehicle, press, designated shuttle stop use, farmer's market parking, temporary street closure (ISCOTT), and bus substitution fees; and adding taxi stand application fee, planning/development transportation analysis review fee, and development project review fee; approving the Title VI analysis of the impact of the proposed fare changes on low-income and minority communities in San Francisco which determined that there is no disparate impact to minority populations or disproportionate burden to low-income populations; approving a waiver of fares on New Year's Eve 2019, between 8 PM on December 31, 2018 and 5 a.m. January 1, 2019 and on New Year's Eve 2020, between 8 PM on December 31, 2019 and 5 a.m. January 1, 2020; concurring with the Controller's certification that parking citation processing and collection services; facility security services; paratransit services; parking meter collection and coin counting services; transit shelter

maintenance services; and vehicle towing, storage and disposal services can be practically performed by private contractors at a lesser cost than to provide the same services with City employees; and authorizing the Director of Transportation to make any necessary technical and clerical corrections to the approved budget of the SFMTA and to allocate additional revenues and/or City and County discretionary revenues.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The FY 2019 and FY 2020 Operating Budget for the SFMTA are being prepared in accordance with the City Charter Section 8A.106 with the Operating Budget in the amount of \$1,214.2 million and \$1,268.0 million respectively; and,

WHEREAS, Charter Section 8A.106(b) requires the SFMTA to certify that the budget is adequate in all respects to make substantial progress towards meeting the performance standards established pursuant to Section 8A.103 for the fiscal year covered by the budget; and,

WHEREAS, The SFMTA's FY 2019 and FY 2020 Operating Budget includes the revenue and expenditure adjustments to reflect the Municipal Railway fare change for free service on New Year's Eve 2019 and 2020; and,

WHEREAS, Authorizing the Director of Transportation to implement short-term experimental fares enables the SFMTA to respond effectively to community requests; and,

WHEREAS, The SFMTA is proposing changes to various fines, fees, rates, and charges by amending the Transportation Code to address fees and penalties for the fiscal years beginning July 1, 2018, and July 1, 2019, including increases and decreases for late payment penalties, special collection fee, boot removal fee, Transportation Code and Vehicle Code penalties, color curb painting fees, towing and storage fees, administrative penalties for obstructing traffic, vehicle for hire penalty schedule, community service and payment plan processing fees, parking meter use fee, parklet installation fee, temporary no-parking sign posting fee, signs and parking space removal/relocation fee, intellectual property license fee (film permits), Clipper® Card and Lifeline ID Card replacement fee, taxi permit fees, vendor commission fees, non-standard vehicle permit fees, and fees for general permits including special traffic, temporary exclusive use of parking meters, residential area parking, contractor, vanpool, stationless bicycle share program application, SFMTA permit, on-street shared vehicle, press, designated shuttle stop use, farmer's market parking, temporary street closure (ISCOTT), and bus substitution fees; and adding taxi stand application fee, planning/development transportation analysis review fee, and development project review fee; and,

WHEREAS, The proposed amendments to the Transportation Code to address fees and penalties for the fiscal years beginning July 1, 2018, and July 1, 2019, including increases and decreases for late payment penalties, special collection fee, boot removal fee, Transportation Code and Vehicle Code penalties, color curb painting fees, towing and storage fees, administrative penalties for obstructing traffic, vehicle for hire penalty schedule, community service and payment plan processing fees, parking meter use fee, parklet installation fee, temporary no-parking sign posting fee, signs and parking space removal/relocation fee, intellectual property license fee (film permits), Clipper® Card and Lifeline ID Card replacement fee, taxi permit fees, vendor commission fees, non-standard vehicle permit fees, and fees for general permits including special traffic, temporary exclusive use of parking meters, residential

area parking, contractor, vanpool, stationless bicycle share program application, SFMTA permit, on-street shared vehicle, press, designated shuttle stop use, farmer's market parking, temporary street closure (ISCOTT), and bus substitution fees; and adding taxi stand application fee, planning/development transportation analysis review fee, and development project review fee which are included as part of the calendar item; and,

WHEREAS, The SFMTA is proposing Municipal Railway fare changes including fare increases based on the SFMTA's automatic CPI indexing policy effective September 1, 2018, as well as a second group of proposals: adding a single ride low income fare, adding a one-day pass (MuniMobile only); and reducing the visitor passport fare purchased through Clipper or MuniMobile; and,

WHEREAS, The SFMTA is proposing additional increases to various fines, fees, rates, and charges including service vehicle rental fees, bus rerouting fees, and parking garage and lot fees; and,

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

WHEREAS, In compliance with both Charter Section 16.112 and the Board's Rules of Order, advertisements were placed in the City's official newspaper, to provide published notice for the April 3, 2018 Board meeting, and ran on March 8, 11, 14, 15 and 18, 2018; and,

WHEREAS, The proposed changes to fines, fees, fares, rates and charges included in the FY 2019 and FY 2020 Operating Budget, are subject to the California Environmental Quality Act (CEQA); the CEQA Guidelines provide an exemption from environmental review for the establishment, modification, structuring, restructuring or approval of rates, tolls, and other charges, if these rates, tolls, and other charges will be used to meet operating expenses, including employee wage rates and fringe benefits, or purchase or lease of supplies, equipment, or materials. (Cal. Code Regs, Title 14, Section 15273); and,

WHEREAS, On February 13, 2018, the SFMTA, under authority delegated by the Planning Department, determined (Case Number 2018-002861ENV) that the proposed changes to fines, fees, fares, rates and charges included in the FY 2019 and FY 2020 Operating Budget, are statutorily exempt from environmental review, and,

WHEREAS, The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31; and,

WHEREAS, The SFMTA Board finds that the proposed changes to fines, fees, rates and charges included in the FY 2019 and FY 2020 Operating Budget are for the purpose of the establishment, modification, structuring, restructuring or approval of rates, tolls, or other charges, and that the rates, tolls, and other charges will be used to meet operating expenses, including employee wage rates and fringe benefits, or purchase or lease of supplies, equipment, or materials; and,

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco, and are incorporated herein by reference; and,

WHEREAS, The SFMTA is not approving the capital projects listed in Development Impact Fees and Population-Based General Fund Allocation at this time, and will review such projects under CEQA prior to approval. The SFMTA retains the discretion to deny or disapprove these projects and if, after review under CEQA is completed, any of the projects are found to cause significant adverse environmental impacts, the SFMTA retains absolute discretion to: (1) modify the project to mitigate significant adverse environmental impacts, (2) select feasible alternatives which avoid significant adverse impacts of the project, (3) require the implementation of specific measures to mitigate the significant adverse environmental impacts of the project, as identified upon environmental evaluation in compliance with CEQA and the Chapter 31, (4) reject the project as proposed if the economic and social benefits of the project do not outweigh otherwise unavoidable significant adverse impacts of the project, or (5) approve the project upon a finding that the economic and social benefits of the project outweigh otherwise unavoidable significant adverse impacts; and,

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

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

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

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

WHEREAS, The Controller has determined that for FY 2019 and FY 2020, parking citation processing and collection services; facility security services; paratransit services; parking meter collection and coin counting services; transit shelter maintenance services; and vehicle towing, storage and disposal services can be practically performed by private contractors at a lesser cost than if they were performed by employees of the City; and, now, therefore, be it

RESOLVED, That the SFMTA Board of Directors approves the San Francisco Municipal Transportation Agency Fiscal Year (FY) 2019 and FY 2020 Operating Budget, in the amounts of \$1,214.2 million and \$1,268.0 million respectively, including funding from development impact fees and the population-based General Fund allocation; and be it further

RESOLVED, That in accordance with the requirements of Charter Section 8A.106(b), the SFMTA certifies that the FY 2019 and FY 2020 Operating Budget is adequate in making substantial progress towards meeting the performance standards established pursuant to Section 8A.103 for 2017 and 2018; and be it further

RESOLVED, That the SFMTA Board authorizes changes to various fines, fees, fares, rates, and charges for the fiscal years beginning July 1, 2018, and July 1, 2019, including increases and decreases for late payment penalties, special collection fee, boot removal fee, Transportation Code and Vehicle Code penalties, color curb painting fees, towing and storage fees, administrative penalties for obstructing traffic, vehicle for hire penalty schedule, community service and payment plan processing fees, parking meter use fee, parklet installation fee, temporary no-parking sign posting fee, signs and parking space removal/relocation fee, intellectual property license fee (film permits), Clipper® Card and Lifeline ID Card replacement fee, taxi permit fees, vendor commission fees, non-standard vehicle permit fees, and fees for general permits including special traffic, temporary exclusive use of parking meters, residential area parking, contractor, vanpool, stationless bicycle share program application, SFMTA permit, on-street shared vehicle, press, designated shuttle stop use, farmer's market parking, temporary street closure (ISCOTT), and bus substitution fees; and adding taxi stand application fee, planning/ development transportation analysis review fee, and development project review fee, and approving the SFMTA's Title VI Fare Equity Analysis for the proposed fare changes; and be it further

RESOLVED, That the SFMTA Board of Directors approves the Municipal Railway fare changes based on the SFMTA's automatic Consumer Parking Index (CPI) indexing policy effective September 1, 2018 and some based on alternative pricing and products including maintaining fares for Single ride fares for Clipper/Muni Mobile, limiting "A" pass to a 20% premium above the "M" Pass, implementing fare differentials for visitor passports, adopting a new low-income single ride product, implementing a new day pass at two times the regular fare, authorizing a 10% discount for bulk purchases of 100 or more Cable Car tickets and Passports and expanding the use of institutional models to other groups and organizations; and be it further

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

RESOLVED, That the SFMTA Board amends Transportation Code Division II to increase and decrease late payment penalties, special collection fee, boot removal fee, Transportation Code and Vehicle Code penalties, color curb painting fees, towing and storage fees, administrative penalties for obstructing traffic, vehicle for hire penalty schedule, community service and payment plan processing fees, parking meter use fee, parklet installation fee, temporary no-parking sign posting fee, signs and parking space removal/relocation fee, intellectual property license fee (film permits), Clipper® Card and

Lifeline ID Card replacement fee, taxi permit fees, vendor commission fees, non-standard vehicle permit fees, and fees for general permits including special traffic, temporary exclusive use of parking meters, residential area parking, contractor, vanpool, stationless bicycle share program application, SFMTA permit, on-street shared vehicle, press, designated shuttle stop use, farmer's market parking, temporary street closure (ISCOTT), and bus substitution fees; and adding taxi stand application fee, planning/development transportation analysis review fee, and development project review fee which are included as part of this calendar item; and be it further

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

RESOLVED, That the SFMTA Board approves a waiver of fares on New Year's Eve 2019, between 8 PM on December 31, 2018 and 5 a.m. January 1, 2019 and on New Year's Eve 2020, between 8 PM on December 31, 2019 and 5 a.m. January 1, 2020; and be it further

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

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

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

I certify that the foregoing resolution was adopted by the Municipal Transportation Agency Board of Directors and the Parking Authority Commission at their meeting of April 3, 2018.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

RESOLUTION NO.

[Transportation Code – Division II Fees and Penalties]

Resolution amending Division II of the Transportation Code to address fees and penalties for the fiscal years beginning July 1, 2018, and July 1, 2019, including, among other things, increases and decreases for late payment penalties, special collection fee, boot removal fee, Transportation Code and Vehicle Code penalties, color curb painting fees, towing and storage fees, administrative penalties for obstructing traffic, vehicle for hire penalty schedule, community service and payment plan processing fees, parking meter use fee, parklet installation fee, temporary no-parking sign posting fee, signs and parking space removal/relocation fee, intellectual property license fee (film permits), Clipper® Card and Lifeline ID Card replacement fee, taxi permit fees, vendor commission fees, non-standard vehicle permit fees, and fees for general permits including special traffic, temporary exclusive use of parking meters, residential area parking, contractor, vanpool, stationless bicycle share program application, SFMTA permit, on-street shared vehicle, press, designated shuttle stop use, farmer's market parking, temporary street closure (ISCOTT), and bus substitution fees; and adding taxi stand application fee, planning/development transportation analysis review fee, and development project review fee.

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

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

Section 1. Articles 300 and 900 of Division II of the Transportation Code are hereby amended by revising Sections 301, 302, 303, 304, 305, 306, 310, 311, 312, 313, 316, 317, 318, 319, 320, 321, 322, and 902, and adding Sections 324 and 325, to read as follows:

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

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

<u>Schedule</u>	<u>FY 20172019</u> Effective 7-1- 2016 <u>2018</u>	<u>FY 20182020</u> Effective 7-1- 2017 <u>2019</u>
After the 1st payment due date	\$ 31.00 <u>33</u>	\$ 32.00 <u>35</u>
After the 2nd payment due date	\$ 42.00 <u>47</u>	\$ 43.00 <u>49</u>
Special Collection Fee (after the 2nd payment due date)	\$49.00	\$49.00
Boot Removal Fee	\$ 445.00 <u>505</u>	\$ 465.00 <u>515</u>

SEC. 302. TRANSPORTATION CODE PENALTY SCHEDULE.

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

TRANSPORTATION CODE SECTION	DESCRIPTION	FINE AMOUNT Effective July 1, 201 <u>6</u> **	FINE AMOUNT Effective July 1, 201 <u>7</u> **

PEDESTRIANS AND SIDEWALKS			
Div I 7.2.10	Pedestrian Crossings	\$6469	\$6672
Div I 7.2.11	Electric Assistive Personal Mobility Devices	\$6469	\$6672
Div I 7.2.12	Bicycle Riding Restricted	\$100	\$100
Div I 7.2.13	NUV Violation	\$6469	\$6672
ON-STREET PARKING			
Div I 7.2.20	Residential Parking	\$8187	\$8490
Div I 7.2.22	Street Cleaning	\$7176	\$7379
Div I 7.2.23(a)	Parking Meter-Downtown Core	\$8187	\$8490
Div I 7.2.23(b)	Parking Meter-Outside Downtown Core	\$7176	\$7379
Div I 7.2.25	Red Zone	\$110	\$110
Div I 7.2.26	Yellow Zone	\$95102	\$98106
Div I 7.2.27	White Zone	\$110	\$110
Div I 7.2.28	Green Zone	\$8187	\$8490
Div I 7.2.29	Parking for Three Days	\$110	\$110
Div I 7.2.30(a)	Overtime Parking Downtown Core	\$8187	\$8490

Div I 7.2.30(b)	Overtime Parking Outside Downtown Core	\$7176	\$7379
Div I 7.2.30(c)	Overtime Meter Parking Downtown Core	\$8187	\$8490
Div I 7.2.30(d)	Overtime Meter Parking Outside Downtown Core	\$7176	\$7379
Div I 7.2.32	Angled Parking	\$6469	\$6672
Div I 7.2.33	Blocking Residential Door	\$5054	\$5256
Div I 7.2.34	Median Dividers and Islands	\$8187	\$8490
Div I 7.2.35	Parking on Grades	\$6469	\$6672
Div I 7.2.36	100 Feet Oversize	\$110	\$110
Div I 7.2.37	Motorcycle Parking	\$110	\$110
Div I 7.2.38	Parking in Stand	\$110	\$110
Div I 7.2.39	Parking Transit-Only	\$110	\$110
Div I 7.2.40	Tow-Away Zone- Downtown Core	\$105110	\$109110
Div I 7.2.41	Tow-Away Zone- Outside Downtown Core	\$95102	\$98106
Div I 7.2.42	Parking Restrictions	\$95102	\$98106
Div I 7.2.43	Parking-Public Property	\$7176	\$7379

Div I 7.2.44	Misuse Disabled Parking Placard/License	\$ 875 <u>866</u> *	\$ 875 <u>866</u> *
Div I 7.2.45	Temporary Parking Restriction	\$ 717 <u>6</u>	\$ 737 <u>9</u>
Div I 7.2.46	Temporary Construction Zone	\$ 717 <u>6</u>	\$ 737 <u>9</u>
Div I 7.2.47	Remove Chalk	\$110	\$110
Div I 7.2.48	Repairing Vehicle	\$ 869 <u>3</u>	\$ 899 <u>7</u>
Div I 7.2.49	Permit on Wrong Car	\$110	\$110
Div I 7.2.50	Invalid Permit	\$110	\$110
Div I 7.2.51	Parking Marked Space	\$ 646 <u>9</u>	\$ 667 <u>2</u>
Div I 7.2.52	On-Street Car Share Parking	\$110	\$110
Div I 7.2.54	Large Vehicle	\$110	\$110
OFF-STREET PARKING			
Div I 7.2.60	Parking Facility Charges	\$ 646 <u>9</u>	\$ 667 <u>2</u>
Div I 7.2.61	Entrance/Exit Parking Facility	\$100	\$100
Div I 7.2.62	Blocking Space Parking Facility	\$ 646 <u>9</u>	\$ 667 <u>2</u>
Div I 7.2.63	Speeding within Parking Facility	\$100	\$100
Div I 7.2.64	Block Charging Bay	\$110	\$110

Div I 7.2.65	Overtime Parking - Off-Street Parking Meter	\$ 7176	\$ 7379
Div I 7.2.66	Misuse Disabled Parking Placard/ License Plate	\$ 875866 *	\$ 875866 *
Div II 1009	SFMTA Property	\$ 7176	\$ 7379
TRAFFIC REGULATIONS			
Div I 7.2.70	Obstruction of Traffic-Vehicle	\$110	\$110
Div I 7.2.71	Obstruction of Traffic Without Permit	\$ 585629	\$ 605654
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)
Div I 7.2.72	Driving in Transit-Only Area	\$ 7682	\$ 7985
Div I 7.2.73	Driving Through Parades	\$100	\$100
Div I 7.2.74	Streetcar Right-of-Way	\$100	\$100
Div I 7.2.75	Passing Safety Zones	\$100	\$100
Div I 7.2.76	Removal of Vehicles-Collision	\$100	\$100
Div I 7.2.77	Weight Restricted Streets	\$100	\$100

COMMERCIAL VEHICLES			
Div I 7.2.80	Vehicles for Hire Parking	\$110	\$110
Div I 7.2.81	Advertising Sign	\$110	\$110
Div I 7.2.82	Selling from Vehicle	\$110	\$110
Div I 7.2.83	Truck Loading Zone	\$95 <u>102</u>	\$98 <u>106</u>
Div I 7.2.84	Commercial Vehicle Parking Restrictions	\$110	\$110
Div I 7.2.86	Idling Engine While Parked	\$100	\$100
Div I 7.2.87	Commercial Passenger Vehicle Street Restrictions	\$110	\$110
Div. I 7.2.88	For Sale Sign	\$64 <u>69</u>	\$66 <u>72</u>
TRANSIT VIOLATIONS			
Div I 7.2.101	Fare Evasion	\$116 <u>125</u>	\$120 <u>125</u>
Div I 7.2.102	Passenger Misconduct	\$116 <u>125</u>	\$120 <u>125</u>
Div I 7.2.103	Fare Evasion – Youth Violation	\$58 <u>62</u>	\$60 <u>64</u>
Div. I 7.2.104	Passenger Misconduct – Youth Violation	\$58 <u>62</u>	\$60 <u>64</u>
BICYCLE VIOLATIONS			
Div. I 7.2.110	Stationless Bicycle Share Parking	\$100	\$100

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

** Note: The California State Legislature has imposed additional fees applicable to all parking citations. As a result, the total fine amount for parking citations includes the following fees: \$4.50 for the state courthouse construction fee, \$2.50 for the local courthouse construction fee, and \$3.00 for the Trial Court Trust Fund fee.

SEC. 303. CALIFORNIA VEHICLE CODE PENALTY SCHEDULE.

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

Code	Description	Fine Amount Effective July 1, 2016 8 **	Fine Amount Effective July 1, 2017 9 **
VC4461C	Displaying Placard Not Issued to Person	\$875.86600 *	\$875.86600 *
VC4462B	Improper Registered Plates	\$121.00	\$121.00
VC4463C	Fraudulent Display of Placard	\$875.86600 *	\$875.86600 *
VC4464	Altered Plates	\$121.00	\$121.00
VC5200	Display <u>License</u> Plates	\$121.00	\$121.00
VC5201	Plates/Mounting	\$121.00	\$121.00
VC5201B	Plate Cover	\$121.00	\$121.00
VC5202	No Plates	\$121.00	\$121.00
VC5204A	Tabs	\$121.00	\$121.00
VC21113A	School/Pub Ground	\$76.0082	\$79.0085

VC21211 (38N)	Bicycle Path/Lanes	\$128.00 <u>137</u>	\$132.00 <u>142</u>
VC22500A	Parking in Intersection	\$110.00	\$110.00
VC22500B	Parking in Crosswalk	\$110.00	\$110.00
VC22500C	Safety Zone	\$110.00	\$110.00
VC22500D	15 ft. Fire Station	\$110.00	\$110.00
VC22500E	Driveway	\$110.00	\$110.00
VC22500F	On Sidewalk	\$110.00	\$110.00
VC22500G	Excavation	\$64.00 <u>69</u>	\$66.00 <u>72</u>
VC22500H	Double Parking	\$110.00	\$110.00
VC22500I	Bus Zone	\$288.00	\$288.00
VC22500J	Tube or Tunnel	\$64.00 <u>69</u>	\$66.00 <u>72</u>
VC22500K	Bridge	\$64.00 <u>69</u>	\$66.00 <u>72</u>
VC22500L	Wheelchair Access	\$288.00	\$288.00
VC22500.1 (32.4.A)	Parking in Fire Lane	\$81.00 <u>87</u>	\$84.00 <u>90</u>
VC22502A	Over 18 inches From Curb	\$64.00 <u>69</u>	\$66.00 <u>72</u>
VC22502B	Wrong Way Parking	\$64.00 <u>69</u>	\$66.00 <u>72</u>
VC22502E	One-Way Road/Parking	\$64.00 <u>69</u>	\$66.00 <u>72</u>
VC22505B	Unauthorized Stopping	\$64.00 <u>69</u>	\$66.00 <u>72</u>
VC22507.8A	Parking in Blue Zone Without Placard/Plate	\$875 <u>866.00</u> *	\$875 <u>866.00</u> *

VC22507.8B	Blocking Access to Blue Zone	\$875 <u>866.00</u> *	\$875 <u>866.00</u> *
VC22507.8C	Parking in the Crosshatch Area Adjacent to a Blue Zone	\$875 <u>866.00</u> *	\$875 <u>866.00</u> *
VC22514	Fire Hydrant	\$110. <u>00</u>	\$110. <u>00</u>
VC22515A	Unattended Motor Vehicle	\$95. <u>00</u> <u>102</u>	\$98. <u>00</u> <u>106</u>
VC22515B	Unsecured Motor Vehicle	\$95. <u>00</u> <u>102</u>	\$98. <u>00</u> <u>106</u>
VC22516	Locked Vehicle	\$76. <u>00</u> <u>82</u>	\$79. <u>00</u> <u>85</u>
VC22521	Railroad Tracks	\$100. <u>00</u> <u>108</u>	\$104. <u>00</u> <u>110</u>
VC22522	W/3 ft Wheelchair Ramp	\$298. <u>00</u> *	\$298. <u>00</u> *
VC22523A	Abandoned Vehicle/Highway	\$229. <u>00</u>	\$229. <u>00</u>
VC22523B	Abandoned Vehicle/Public or Private Prop	\$229. <u>00</u>	\$229. <u>00</u>
VC22526A	Blocking Intersection	\$110. <u>00</u>	\$110. <u>00</u>
VC22526B	Blocking Intersection While Turning	\$110. <u>00</u>	\$110. <u>00</u>
VC23333	Park/Veh Crossing	\$85. <u>00</u>	\$85. <u>00</u>

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

** Note: The California State Legislature has imposed additional fees applicable to all parking citations. As a result, the total fine amount for parking citations includes the following fees: \$4.50 for the state courthouse construction fee, \$2.50 for the local courthouse construction fee, and \$3.00 for the Trial Court Trust Fund fee.

SEC. 304. COLOR CURB PAINTING FEES.

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

Table 304: COLOR CURB FEE SCHEDULE.

Applicable Fee	FY 20179 Effective 7-1-2016 8	FY 201820 Effective 7-1-2017 9
White/Green Zone or Short-Term Parking Meters Application Fee:	\$1,735.00 2,166	\$2,083.00 2,253
Taxi Stand Application Fee:	\$1,083	\$1,127
White Zone Painting/Installation/Renewal (Payment within 30 days from Invoice Date):		
1 to 22 feet	\$469.00 586	\$563.00 609
23 to 44 feet	\$941.00 1,174	\$1,129.00 1,221
45 to 66 feet	\$1,411.00 1,761	\$1,693.00 1,831
More than 66 feet	\$1,880.00 2,346	\$2,256.00 2,440
White Zone Painting/Installation/Renewal (Payment after 30 days from Invoice Date):		
1 to 22 feet	\$518.00 647	\$622.00 673
23 to 44 feet	\$1,040.00 1,298	\$1,248.00 1,350
45 to 66 feet	\$1,558.00 1,945	\$1,870.00 2,023
More than 66 feet	\$2,076.00 2,591	\$2,491.00 2,695

Green Zone Painting/Installation/Renewal (Payment within 30 days from Invoice Date):		
1 to 22 feet	\$ 430.00 <u>537</u>	\$ 516.00 <u>558</u>
23 to 44 feet	\$ 862.00 <u>1,075</u>	\$ 1,034.00 <u>1,118</u>
45 to 66 feet	\$ 1,292.00 <u>1,612</u>	\$ 1,550.00 <u>1,676</u>
More than 66 feet	\$ 1,721.00 <u>2,148</u>	\$ 2,065.00 <u>2,234</u>
Green Zone Painting/Installation/Renewal (Payment after 30 days from Invoice Date):		
1 to 22 feet	\$ 475.00 <u>593</u>	\$ 570.00 <u>617</u>
23 to 44 feet	\$ 953.00 <u>1,190</u>	\$ 1,144.00 <u>1,238</u>
45 to 66 feet	\$ 1,428.00 <u>1,783</u>	\$ 1,714.00 <u>1,854</u>
More than 66 feet	\$ 1,903.00 <u>2,375</u>	\$ 2,284.00 <u>2,470</u>
Red Zone		
<u>Application Processing Fee</u>	\$ 217.00 <u>242</u>	\$ 233.00 <u>252</u>
Painting Fee	Initial painting: \$ 201.00 <u>225</u> per 6 linear feet or fraction thereof	Initial painting: \$ 216.00 <u>234</u> per 6 linear feet or fraction thereof

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

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

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

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

SEC 305. TOWING AND STORAGE FEES.

(a) **Fees.**

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

Fee Type	Fee Amount Effective April July 1, 2016 <u>8</u>	Fee Amount Effective July 1, 2017 <u>9</u> (unless otherwise indicated below)
SFMTA Administrative Fees		
Administrative Fee (other than First Tow or First Tow/Low Income)	\$ 261 <u>283.75</u>	\$ 269 <u>298.75</u>
First Tow (reduced fee available only to registered owner or registered owner's agent claiming the towed vehicle)	\$ 172 <u>186.75</u>	\$ 177 <u>196.50</u>
First Tow/Low Income (reduced fee available only to registered owner)	\$ 86 <u>93.75</u>	\$ 89 <u>98.75</u>
Tow Fees (Tow fees charged to registered or legal owner, or owner's agent claiming the towed vehicle; reduced tow fees are not available.)		

Light Duty Vehicles under 10,000 GVW (e.g., cars, light duty trucks, passenger vehicles with trailers, unattached trailers, motorcycles, and scooters) – up to 1 hour of labor	<u>\$208.229</u>	<u>\$214.238.25</u>
Each additional 1/4 hour labor required	<u>\$48.5056</u>	<u>\$50.5058.25</u>
Medium Duty Vehicles over 10,000 GVW (e.g., trucks, buses, and unattached trailers) – up to 1 hour of labor	<u>\$265.344.75</u>	<u>\$275.75358.50</u>
Each additional 1/4 hour labor required	<u>\$60.2569.75</u>	<u>\$62.7572.50</u>
Heavy Duty Vehicles over 26,000 GVW (e.g., buses, tractor trucks, and/or trailers) – up to 1 hour of labor	<u>\$419.50545.75</u>	<u>\$436.50567.50</u>
Each additional 1/4 hour labor required	<u>\$73.2584.75</u>	<u>\$76.2588.25</u>
Flat Bed or Dolly Fee	<u>\$50.50</u>	<u>\$53.25</u>
<u>Dolly Fee</u>	<u>\$74.50</u>	<u>\$77.50</u>
<u>Flatbed Fee</u>	<u>\$99.25</u>	<u>\$103.25</u>
Storage Fees (Storage fees charged to registered or legal owner, or owner's agent claiming the towed vehicle; storage fees waived if vehicle is picked up within four hours of arrival at storage facility.)		
Storage Fee – Motorcycles/Scooters – first 24 hours or part thereof	<u>\$22.2519.50</u>	<u>\$22.7520</u>
Storage Fee – Motorcycles/Scooters – every full calendar day (or part thereof) following the first 24 hours	<u>\$26.23.25</u>	<u>\$27.2524</u>
Storage Fee – Light Duty Vehicles (other than motorcycles/scooters) first 24 hours or part thereof	<u>\$58.5050.75</u>	<u>\$59.2552.25</u>

Storage Fee – Light Duty Vehicles (other than motorcycles/scooters) - every full calendar day (or part thereof) following the first 24 hours	\$68.25 <u>60.75</u>	\$71.00 <u>62.50</u>
Storage Fee – Medium Duty Vehicles – first 24 hours or part thereof	\$85.75 <u>70</u>	\$82.00 <u>72.25</u>
Storage Fee – Medium Duty Vehicles – every full calendar day (or part thereof) following the first 24 hours	\$93.75 <u>84</u>	\$98.25 <u>86.50</u>
Storage Fee – Heavy Duty Vehicles – first 24 hours or part thereof	\$138 <u>103.25</u>	\$120.75 (fee effective July 7, 2017) <u>106.25</u>
Storage Fee – Heavy Duty Vehicles – every full calendar day (or part thereof) following the first 24 hours	\$138 <u>123.75</u>	\$144.75 <u>127.50</u>
Vehicle Transfer Fees (Apply to vehicles transferred to long-term storage facility after 48 hours at primary storage facility. Vehicle transfer fees charged to registered or legal owner, or owner's agent claiming the towed vehicle; reduced vehicle transfer fees are not available.)		
Light Duty Vehicles	\$27.75 <u>32.50</u>	\$29.25 <u>33.75</u>
Medium Duty Vehicles	\$113.75 <u>132.75</u>	\$119.50 <u>138</u>
Heavy Duty Vehicles	\$183.75 <u>214.25</u>	\$193 <u>222.75</u>
Tow-Back Fees (Upon customer's request, and only if all towing and storage fees are paid, SFMTA may tow vehicle to a location customer specifies.)		
Tow-back service for Light Duty Vehicles – first hour (or part thereof) of labor	\$95 <u>237.50</u>	\$214 (fee effective July 7, 2017) <u>247</u>
Tow-back service for Light Duty Vehicles – each additional 1/4 hour (or part thereof) of labor	n/a <u>\$56</u>	\$50.50 (fee effective July 7, 2017) <u>58.25</u>
Tow-back service for Medium Duty Vehicles – first hour (or part thereof) of labor	n/a <u>\$344.75</u>	\$275.75 (fee effective July 7, 2017) <u>358.50</u>

Tow-back service for Medium Duty Vehicles – each additional 1/4 hour (or part thereof) of labor	n/a <u>\$69.75</u>	<u>\$62.75</u> (fee effective July 7, 2017) <u>72.50</u>
Tow-back service for Heavy Duty Vehicles – first hour (or part thereof) of labor	n/a <u>\$545.75</u>	<u>\$436.50</u> (fee effective July 7, 2017) <u>567.50</u>
Tow-back service for Heavy Duty Vehicles – each additional 1/4 hour (or part thereof) of labor	n/a <u>\$84.75</u>	<u>\$76.25</u> (fee effective July 7, 2017) <u>88.25</u>
Additional fee per mile (or portion thereof) for tow-back occurring outside the limits of the City	<u>\$9.50</u> <u>11</u>	<u>\$10</u> <u>11.50</u>
Lien Fees		
Vehicles valued at \$4,000 or less (upon lien initiation)	\$35	\$35
Vehicles valued at more than \$4,000 (upon lien initiation)	\$50	\$50
Vehicles valued at \$4,000 or less (upon lien completion)	\$35	\$35
Vehicles valued at more than \$4,000 (upon lien completion)	\$50	\$50

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

(B) The SFMTA shall charge the registered owner of the towed vehicle the First Tow/Low Income reduced administrative fee and shall waive the storage fees that would otherwise accrue during the first 24 hours and two consecutive calendar days thereafter that the vehicle is stored only if the vehicle has not previously been towed while registered to its current owner, and registered owner demonstrates his or her participation in an eligible

program for low income families or individuals. The SFMTA shall publish the list of eligible low income programs on its website.

(C) Neither the First Tow nor the First Tow/Low Income reduced administrative fees under subsections (A) and (B) above shall be available if the towed vehicle's registered owner is a business, including but not limited to a partnership, for-profit corporation, or non-profit corporation, or if the registered owner rents the towed vehicle to other persons as part of a peer-to-peer, person-to-person, or other social car sharing enterprise.

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

Auction Sales Service Fees (Based on vehicle sale amount)		
Fee Type	Fee Amount Effective April<u>July 1,</u> 201<u>6</u><u>8</u>	Fee Amount Effective July 1, 201<u>7</u><u>9</u>
\$0 - \$249.99	No charge	No charge
\$250 - \$499.99	\$110 <u>\$127.75</u>	\$115 <u>\$132.75</u>
\$500 - \$999.99	\$140 <u>\$166.50</u>	\$150 <u>\$173.25</u>
\$1,000 - \$1,499.99	\$185 <u>\$222</u>	\$200 <u>\$231</u>
\$1,500 - \$1999.99	\$240 <u>\$288.50</u>	\$260 <u>\$300</u>
\$2,000 - \$2,499.99	\$300 <u>\$360.75</u>	\$325 <u>\$375.25</u>
\$2,500 - \$4,999.99	\$380 <u>\$455</u>	\$410 <u>\$473.25</u>
\$5,000 and above	\$635 <u>\$743.75</u>	\$670 <u>\$773.50</u>

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

* * * *

(c) **Prohibition on Waiver and Reimbursement of Towing and Storage Fees.**

No reimbursement or waiver shall be made to the registered or legal owner of a vehicle pursuant to the provisions of subsection (b)(1) or (2), above, if:

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

* * * *

SEC. 306. OBSTRUCTING TRAFFIC – WITHOUT PERMIT; VIOLATION OF TERMS OF PERMIT; VIOLATION OF DIVISION II, SECTION 903 – ADMINISTRATIVE PENALTIES.

(a) Any person who violates Division I, Section 7.2.71 may be subject to the issuance of a citation and imposition of an administrative penalty. The designated officer or employee may issue an admonishment or direct corrective action in lieu of the issuance of a citation.

(b) Administrative penalties shall not exceed ~~\$500~~1,000 for each offense, with a maximum cumulative penalty not to exceed \$5,000 per day, per violator.

(c) The Director of Transportation is authorized to designate officers or employees of the Municipal Transportation Agency to enforce Division I, Section 7.2.71. Any officer or employee so designated is hereby authorized to issue citations imposing administrative penalties for violations of Division I, Section 7.2.71.

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SEC. 310. SCHEDULE OF FINES.

Violation of any of the following subsections of the Transportation Code governing the operation of a motor vehicle for hire shall be punishable by the administrative fines set forth below.

TRANSPORTATION CODE SECTION	DESCRIPTION	FINE AMOUNT Effective July 1, 20168	FINE AMOUNT Effective July 1, 20179
CONDITIONS APPLICABLE TO ALL PERMITS			
Div II § 1105(a)(13)	Current address	\$3032	<u>\$3133</u>
Div II § 1105(a)(9)	Continuous operation	\$5963 per day	<u>\$6166</u> per day
Div II § 1114(a)	Records	\$8895	<u>\$9199</u>
Div II § 1105(a)(16)	Response time goals	\$176189	<u>\$182197</u>
Div II § 1105(a)(7)	Compliance with lawful orders	\$233251	<u>\$241261</u>
Div II § 1105(a)(6)	Compliance with laws and regulations	\$524564	<u>\$542587</u>
Div II § 1105(a)(12)	Unattended vehicle	\$524564	<u>\$542587</u>
Div II § 1105(a)(18)	Retaliation against permit holder	\$524564	<u>\$542587</u>
Div II § 1105(a)(8)	Cooperation w/ regulatory entities; False statements	\$583627	<u>\$603652</u>
Div II § 1105(a)(11)	Compliance with Paratransit Program	\$583627	<u>\$603652</u>

Div II § 1105(a)(10)	Accepting/soliciting gifts from Drivers	\$ <u>698751</u>	\$ <u>722781</u>
<u>Div II § 1105(a)(1)</u>	<u>Operating without a permit – first offense</u>	\$ <u>2,500</u>	\$ <u>2,500</u>
Div II § 1105(a)(1)	Operating without a permit – <u>subsequent offense</u>	\$5,000	\$5,000
Div II § 1105(a)(17)	Operation without Driver Permit, CDL or insurance	\$1,000	\$1,000
CONDITIONS APPLICABLE TO COLOR SCHEME PERMITS			
Div II § 1106(s)	Dissolution plan	\$ <u>5963</u> per day	\$ <u>6466</u> per day
Div II § 1106(m)	Emissions reduction	\$ <u>5963</u> per day	\$ <u>6466</u> per day
Div II § 1106(n)	Required postings	\$ <u>8895</u>	\$ <u>9199</u>
Div II § 1106(o)	Required notifications	\$ <u>8895</u>	\$ <u>9199</u>
Div II § 1113(d)(3)	Required Passenger Payment Device	\$ <u>8895</u>	\$ <u>9199</u>
Div II § 1114(e)(3)	Receipts	\$ <u>8895</u>	\$ <u>9199</u>
Div II § 1114(e)(5)	Vehicle inventory changes	\$ <u>8895</u>	\$ <u>9199</u>
Div II § 1114(e)(7 6)	Weekly reporting requirements	\$ <u>8895</u>	\$ <u>9199</u>
Div II § 1106(e)	Transfer of business; New location	\$ <u>294313</u> per day	\$ <u>304326</u> per day
Div II § 1106(k)(1)	Facility to clean vehicles	\$ <u>294313</u>	\$ <u>304326</u>
Div II § 1106(i)	Workers' Compensation	\$ <u>350376</u> per day	\$ <u>362391</u> per day

Div II § 1106(p)	Obligations related to Drivers	\$465 <u>500</u>	\$481 <u>520</u>
Div II § 1106(r)	Found property	\$465 <u>500</u>	\$481 <u>520</u>
Div II § 1114(e)(1)	Electronic Trip Data	\$465 <u>500</u>	\$481 <u>520</u>
Div II § 1114(e)(2)	Medallion Holder files	\$465 <u>500</u>	\$481 <u>520</u>
Div II § 1114(e)(65)	Current business information	\$465 <u>500</u>	\$481 <u>520</u>
Div II § 1124(b)(5)	Retaliation regarding credit card processing	\$465 <u>500</u>	\$481 <u>520</u>
Div II § 1124(c)	Overcharging Gate fees	\$583 <u>627</u>	\$603 <u>652</u>
Div II § 1106(c)	Use of Dispatch Service	\$524 <u>564</u> per day	\$542 <u>587</u> per day
Div II § 1106(d)	Business premises	\$524 <u>564</u>	\$542 <u>587</u>
Div II § 1106(h)	Staffing requirements	\$524 <u>564</u>	\$542 <u>587</u>
Div II § 1106(l)(1)-(54),-(7)	Use of spare vehicles	\$524 <u>564</u>	\$542 <u>587</u>
Div II § 1106(f)	Telephone Access	\$583 <u>627</u>	\$603 <u>652</u>
Div II § 1106(j)	Paratransit Broker contract	\$583 <u>627</u>	\$603 <u>652</u>
Div II § 1114(e)(8)	Required information	\$583 <u>627</u>	\$603 <u>652</u>
Div II § 1114(e)(97)	Required information	\$583 <u>627</u>	\$603 <u>652</u>
Div II § 1106(k)(2)-(4)	Nonworking equipment	\$1,000	\$1,000

Div II § 1106(q)(4)	Driver operating under the influence	\$1,000	\$1,000
Div II § 1106(a)	Color Scheme Permit required	\$5,000	\$5,000
Div II § 1106(1)(8)	Leasing spare vehicles	\$5,000	\$5,000
CONDITIONS APPLICABLE TO DISPATCH PERMITS			
Div II § 1107(c)(1)-(4)	Dispatch service operational requirements	\$5963 per day	\$6166 per day
Div II § 1107(e)	Dispatch equipment requirements	\$5963 per day	\$6166 per day
Div II § 1114(f)(1)-(2)	Electronic trip data; Integration with ETAS	\$5963 per day	\$6166 per day
Div II § 1114(f)(3)	Dispatch service reports	\$8895	\$9199
Div II § 1107(b)-(c)	Dispatch service standards and operational requirements	\$1,000	\$1,000
Div II § 1107(d)	Found property	\$8895	\$9199
Div II § 1107(c)	Workers' Compensation	\$350376 per day	\$362391 per day
Div II § 1107(c)(5)	Improper dispatching	\$583627	\$603652
Div II § 1107(c)(7)	Affiliate with e-hail application	\$583627 per day	\$603652 per day
CONDITIONS APPLICABLE TO DRIVER PERMITS			
Div II § 1108(c)	Color Scheme affiliation	\$6 per day	\$6 per day
Div II § 1108(a)	Driver identification	\$8895	\$9199

Div II § 1108(d)(2)	Duties at beginning of shift	\$8895	\$9199
Div II § 1108(d)(3)	Designated items in vehicle	\$8895	\$9199
Div II § 1108(e)(2)	Transporting passenger property	\$8895	\$9199
Div II § 1108(e)(5)	Loading and unloading assistance	\$8895	\$9199
Div II § 1108(e)(8)	Additional passengers	\$8895	\$9199
Div II § 1108(e)(10)-(12)	Mobile telephones; Other audible devices	\$8895	\$9199
Div II § 1108(e)(18)- (20), (22)	Driver duties regarding fares	\$8895	\$9199
Div II § 1108(e)(26)	Loose items	\$8895	\$9199
Div II § 1108(e)(27)	Trunk and/or baggage area	\$8895	\$9199
Div II § 1108(e)(31)	Clean in dress and person	\$8895	\$9199
Div II § 1108(e)(32)	Taximeter violation	\$8895	\$9199
Div II § 1108(e)(33)	Drinking or eating in vehicle	\$8895	\$9199
Div II § 1108(e)(33)	Smoking in vehicle	\$268288	\$277300
Div II § 1108(f)(1)-(32)	Duties at end of shift	\$8895	\$9199
Div II § 1114(b)(2)	Driver A-Card	\$8895	\$9199
Div II § 1108(e)(4)	Service animals or contained animals	\$176189	\$182197
Div II § 1108(d)(1)	Safety check	\$176189	\$182197

Div II § 1108(e)(1)	Refusal to convey	\$ <u>176189</u>	\$ <u>182197</u>
Div II § 1108(e)(7)	Servicing dispatch calls	\$ <u>176189</u>	\$ <u>182197</u>
Div II § 1108(e)(9)	Splitting fares	\$ <u>176189</u>	\$ <u>182197</u>
Div II § 1108(e)(16)	Requesting gratuities	\$ <u>176189</u>	\$ <u>182197</u>
Div II § 1108(e)(17)	Audio/visual communication device	\$ <u>176189</u>	\$ <u>182197</u>
Div II § 1108(e)(24)	Found property	\$ <u>176189</u>	\$ <u>182197</u>
Div II § 1124(d)	Accept credit card; Passenger payment choice	\$ <u>176189</u>	\$ <u>182197</u>
Div II § 1108(e)(3)	Transporting person with a disability in front seat	\$ <u>176189</u>	\$ <u>182197</u>
Div II § 1108(e)(6)	Assisting and securing person with a disability	\$ <u>176189</u>	\$ <u>182197</u>
Div II § 1108(e)(13)	Use of Dispatch Service; log in/out	\$ <u>176189</u>	\$ <u>182197</u>
Div II § 1108(e)(39)	Failure to activate meter	\$ <u>176189</u>	\$ <u>182197</u>
Div II § 1108(e)(14)	Reckless or dangerous driving	\$ <u>176189</u>	\$ <u>182197</u>
Div II § 1108(e)(15)	Ramp Taxi rules	\$ <u>176189</u>	\$ <u>182197</u>
Div II § 1108(e)(29)	Threats and abuse	\$ <u>176189</u>	\$ <u>182197</u>
Div II § 1108(e)(35)-(37)	Paratransit Debit Card	\$ <u>176189</u>	\$ <u>182197</u>
Div II § 1124(c)(5)	Luggage charges	\$ <u>176189</u>	\$ <u>182197</u>

Div II § 1108(e)(25)	Unsafe taxi	\$ <u>233251</u>	\$ <u>241261</u>
Div II § 1108(e)(30)	Excessive force	\$ <u>233251</u>	\$ <u>241261</u>
Div II § 1103(c)(3)(A)	Criminal convictions	\$ <u>583627</u>	\$ <u>603652</u>
Div II § 1108(b)	Controlled substances	\$ <u>583627</u>	\$ <u>603652</u>
Div II § 1108(e)(38)	Tampering with equipment	\$ <u>583627</u>	\$ <u>603652</u>
CONDITIONS APPLICABLE TO TAXI AND RAMP TAXI EQUIPMENT			
Div II § 1113(b)-(e), (g)-(j)	Equipment and display requirements	\$ <u>176189</u>	\$ <u>182197</u>
Div II § 1113(d)(3)	Install Passenger Payment Device in Taxi vehicle	\$ <u>176189</u> per vehicle	\$ <u>182197</u> per vehicle
Div II § 1113(l)	Vehicle windows	\$ <u>8895</u>	\$ <u>9199</u>
Div II § 1113(o)	Sanitary condition	\$ <u>8895</u>	\$ <u>9199</u>
Div II § 1113(a)	Safe operating condition	\$ <u>8895</u> per day	\$ <u>9199</u> per day
Div II § 1113(k)	Standard vehicle equipment	\$ <u>8895</u>	\$ <u>9199</u>
Div II § 1113(k)(13)-(15)	Vehicle tires and wheels	\$ <u>8895</u>	\$ <u>9199</u>
Div II § 1113(m)	Security cameras	\$ <u>8895</u> per day	\$ <u>9199</u> per day
Div II § 1113(n)	Condition of vehicle	\$ <u>8895</u> per day	\$ <u>9199</u> per day
Div II § 1113(u)	Working Taxi ramp	\$ <u>8895</u>	\$ <u>9199</u>
Div II § 1113(p)	Vehicle title requirements	\$ <u>291313</u>	\$ <u>301326</u>

Div II § 1113(q)-(r)	Excessive vehicle mileage or age	\$ 291 <u>313</u> per day	\$ 301 <u>326</u> per day
Div II § 1113(s)	Vehicle inspections	\$ 291 <u>313</u> per day	\$ 301 <u>326</u> per day
Div II § 1113(s)(7)	Fraud related to inspection	\$ 291 <u>313</u> per day	\$ 301 <u>326</u> per day
Div II § 1113(t)	Replacement vehicle	\$ 291 <u>313</u>	\$ 301 <u>326</u>
Div II § 1113(v)	Retired vehicles	\$ 291 <u>313</u>	\$ 301 <u>326</u>
Div II § 1113(f)	Taximeters	\$ 350 <u>376</u>	\$ 362 <u>391</u>
CONDITIONS APPLICABLE TO TAXI AND RAMP TAXI MEDALLIONS			
Div II § 1109(b)	Use of Dispatch Service	\$ 88 <u>95</u>	\$ 91 <u>99</u>
Div II § 1110(a)(1)	Wheelchair priority	\$ 176 <u>189</u>	\$ 182 <u>197</u>
Div II § 1110(a)(2)	Ramp Taxi Driver training	\$ 176 <u>189</u>	\$ 182 <u>197</u>
Div II § 1110(a)(3)	Wheelchair pickups	\$ 465 <u>500</u>	\$ 482 <u>525</u>
Div II § 1110(b)	Ramp Taxi Medallion in spare taxi	\$ 176 <u>189</u>	\$ 182 <u>197</u>
Div II § 1110(c)	Time Limits Ramp Taxi Medallion in spare	\$ 176 <u>189</u> /per unauthorized day	\$ 182 <u>197</u> /per unauthorized day
Div II § 1110(d)	Ramp Taxi qualifications	\$ 176 <u>189</u>	\$ 182 <u>197</u>
Div II § 1109(c)	Full-time driving requirement	\$24,000 multiplied by percentage of hours short of the full time driving requirement	\$24,000 multiplied by percentage of hours short of the full time driving requirement

CONDITIONS APPLICABLE TO NON-STANDARD VEHICLE PERMITS			
Div. II § 1206(a)	Operating without a permit	<u>\$5,000</u>	\$5,000
Div. II §§ 1206(b)(4), 1207, 1209(a)	Non-Standard Vehicle Permit Conditions	<u>\$260 per violation per day</u>	\$250 <u>270</u> per violation per day

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

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

Total Outstanding Fine/Penalty Amount	Processing Fee*
\$150 or less	\$25
\$151 to \$300	\$50
\$301 to \$600	\$75
\$601 to \$1,000	\$125

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

(eb) Payment Plan: A fee to reimburse the SFMTA for costs associated with establishing a payment plan for parking or transit violation citations. The amount for this fee shall be as set forth below: ~~\$25 for standard payment plans, or \$5 for low-income customer payment plans if: entered into (1) within 60 days after citation issuance, (2) 25 days after the conclusion of the SFMTA's administrative hearing process, or (3) after the Department of Motor Vehicles has placed its first hold on the vehicle's registration for delinquent parking penalties.~~

<u>Payment Plan</u>	<u>Processing Fee</u> Effective Date July 1, 2018	<u>Processing Fee</u> Effective Date July 1, 2019
<u>Fee Per Plan-Low Income</u>	<u>\$5</u>	<u>\$5</u>
<u>Fee Per Plan-Standard</u>	<u>\$25</u>	<u>\$25</u>

(d) ~~The SFMTA shall waive the time requirement for entering into a low-income customer payment plan for 90 days after the operative date of March 1, 2018.~~

SEC. 312. PARKING METER USE FEE.

A fee charged for rendering Parking meters inaccessible to parking due to activities that are non-construction related and do not require either a Temporary Exclusive Use Parking Meter Permit issued pursuant to Section 904 of this Code, or a Temporary Use or Occupancy of Public Streets permit issued pursuant to Article 6 of this Code. The fee shall be ~~\$10~~11 per day per metered Parking space effective July 1, 2016~~8~~8. The fee shall be ~~\$11~~12 per day per metered Parking space effective July 1, 2017~~9~~9.

SEC. 313. PARKLET INSTALLATION FEE.

A fee to reimburse the SFMTA for costs associated with the removal of a parking space and installation of a parklet including staff time for planning, design, and engineering analysis, and the physical removal and relocation of any parking meter. The amount for this fee shall be ~~\$1,808.00~~1,990 effective July 1, 2016~~8~~8, and ~~\$1,942.00~~2,065 effective July 1, 2017~~9~~9. If the installation of a parklet exceeds two parking spaces, the fee shall be an additional ~~\$900.00~~1,000 effective July 1, 2016~~8~~8, and ~~\$970.00~~1,050 effective July 1, 2017~~9~~9 per additional parking space.

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

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

Table 316: TEMPORARY NO-PARKING SIGN POSTING FEE SCHEDULE

Number of Signs Posted	FY 2017⁹ Effective July 1, 2016 ⁸	FY 2018²⁰ Effective July 1, 2017 ⁹
Application filed 14 days before a permitted event approved by ISCOTT		
1 to 4	\$233.00 ²⁶⁸	\$255.00 ²⁸¹
5 to 9	\$311.00 ³⁵⁸	\$341.00 ³⁷⁶
10 to 15	\$389.00 ⁴⁴⁷	\$426.00 ⁴⁶⁹
16 to 21	\$467.00 ⁵³⁷	\$511.00 ⁵⁶⁴
22 to 28	\$543.00 ⁶²⁵	\$595.00 ⁶⁵⁶
29 to 35	\$622.00 ⁷¹⁵	\$681.00 ⁷⁵¹
36 to 43	\$700.00 ⁸⁰⁵	\$767.00 ⁸⁴⁵
44 to 51	\$778.00 ⁸⁹⁵	\$852.00 ⁹⁴⁰
52 or more	\$13.00 ¹⁵ for each additional sign	\$14.00 ¹⁶ for each additional sign
Self-Posting Fee for Special Events	\$7.00 ¹⁰ per sign	\$10.00 per sign
Application filed 13 or fewer days before a permitted event approved by ISCOTT		
1 to 4	\$333.00 ³⁷³	\$355.00 ³⁹²
5 to 9	\$411.00 ⁴⁶³	\$441.00 ⁴⁸⁶
10 to 15	\$489.00 ⁵⁵²	\$526.00 ⁵⁸⁰

16 to 21	\$567.00 <u>642</u>	\$611.00 <u>674</u>
22 to 28	\$643.00 <u>730</u>	\$695.00 <u>767</u>
29 to 35	\$722.00 <u>820</u>	\$781.00 <u>861</u>
36 to 43	\$800.00 <u>910</u>	\$867.00 <u>956</u>
44 to 51	\$878.00 <u>1,000</u>	\$952.00 <u>1,050</u>
52 or more	\$13.00 <u>15</u> for each additional sign	\$14.00 <u>16</u> for each additional sign
Self-Posting Fee for Special Events	\$7.00 <u>10</u> per sign	\$10.00 per sign
Applications Filed for 311 Temporary Signs (up to 3 days)		
1 to 4	\$239.00 <u>275</u>	\$262.00 <u>289</u>
5 to 9	\$319.00 <u>366</u>	\$349.00 <u>384</u>
10 to 15	\$399.00 <u>459</u>	\$437.00 <u>482</u>
16 to 21	\$479.00 <u>551</u>	\$525.00 <u>579</u>
22 to 28	\$557.00 <u>641</u>	\$610.00 <u>673</u>
29 to 35	\$638.00 <u>734</u>	\$699.00 <u>771</u>
36 to 43	\$718.00 <u>825</u>	\$786.00 <u>866</u>
44 to 51	\$798.00 <u>918</u>	\$874.00 <u>964</u>
52 or more Signs	\$13.00 <u>15</u> for each additional sign	\$14.00 <u>16</u> for each additional sign
<u>Application Filed for 311 Temporary Signs Additional Fee (4 to 7 days)</u>	<u>\$50</u>	<u>\$50</u>
Self-Posting Fee	\$7.00 <u>10</u> per sign	\$10.00 per sign
Design Change Fee	\$50.00	\$50.00

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

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

Description	FY 20172019 Effective July 1, 2016 2018	FY 20182020 Effective July 1, 2017 2019
(Establish) Parking Space for temporary relocation of colored curb zones	\$ 572.00 <u>613</u>	\$ 592.00 <u>630</u>
(Establish) Parking space for permanent relocation of colored curb zones	\$ 572.00 <u>613</u>	\$ 592.00 <u>630</u>

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

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

The license fees shall be as follows:

Description	FY 20172019 Effective July 1, 201 6 8	FY 20182020 Effective July 1, 201 7 9
Television Series/Movie/Pilot/Documentary based on the project's budget (in excess of \$500,000) submitted to the Film Commission	\$ 1,247 <u>1,342</u> per permit issued by Film Commission	\$ 1,290 <u>1,396</u> 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	\$623 671 per permit issued by Film Commission	\$645 698 per permit issued by Film Commission
Television Series/Movie/Pilot/Documentary based on the project's budget (less than \$100,000) submitted to the Film Commission	\$312 336 per permit issued by Film Commission	\$323 349 per permit issued by Film Commission
Commercials	\$623 671 per permit issued by Film Commission	\$645 698 per permit issued by Film Commission
Still Photography Corporate/Music Video/Industrial/Web Content/ Short (40 minutes or less)	\$312 336 per permit issued by Film Commission	\$323 349 per permit issued by Film Commission
<u>Travel shows promoting San Francisco, as determined by the Film Commission.</u>	<u>\$100 per permit issued by Film Commission</u>	<u>\$100 per permit issued by Film Commission</u>
Television Series/Movie/Pilot/Documentary by a qualified non-profit agency as determined by the Film Commission	\$312 per permit issued by Film Commission	\$323.00 per permit issued by Film Commission
Television Series/Movie/Pilot/Documentary by a qualified government agency as determined by the Film Commission	\$52 per permit issued by Film Commission	\$54 per permit issued by Film Commission
By qualified students when (i) the Film Commission permit is accompanied by a letter from a college or university professor confirming that the film is a student project, and (ii) insurance coverage from the college or university is provided as determined by the Film Commission	<u>None Waived</u>	<u>None Waived</u>
By qualified college or university students other than as described above as determined by the Film Commission	\$52 56 per permit issued by Film Commission	\$54 58 per permit issued by Film Commission
<u>By qualified Non-Profit or Government Agency as determined by the Film Commission*</u>	\$104 per permit issued by Film Commission <u>Waived</u>	\$108 per permit issued by Film Commission <u>Waived</u>

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

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

Description	Current Fee	FY 2020
	FY 2019 Effective July 1, 2018	Effective July 1, 2019
Clipper® Card and Lifeline ID Card Replacement Fee	\$5.00	\$5

SEC. 320. TAXI PERMIT FEES.

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

Permit Type*	FY 20179 Effective July 1, 20168	FY 20182020 Effective July 1, 20179
Driver Permit Application**	N/A	N/A
Monthly Ramp Taxi Medallion Use Fee	N/A	N/A
Monthly Taxi Medallion Use Fee (8000 series)***	\$7501,000	\$1,000
Dispatch Application	\$6,3307,044	\$6,7737,326
Color Scheme Change	\$424472	\$454491
Lost Medallion	\$111124	\$119129
New Color Scheme - 1 to 5 Medallions	\$2,0093,174	\$2,1493,269
New Color Scheme - 6 to 15 Medallions	\$2,9463,540	\$3,1523,646

New Color Scheme - 16 to 49 Medallions	\$5,898 <u>6,563</u>	\$6,311 <u>6,826</u>
New Color Scheme - 50 or more Medallions	\$7,369 <u>8,200</u>	\$7,885 <u>8,528</u>
<u>Renewal Application:</u>		
Driver Renewal	\$109 <u>122</u>	\$117 <u>127</u>
Medallion Holder Renewal for Pre-K Medallions, Pre-K Corporate Medallions and Post-K Medallions	\$1,060	\$1,134
<u>Medallion Holder Renewal for Pre-K Medallions and Pre-K Corporate Medallions</u>	\$1,179	\$1,227
<u>Medallion Holder Renewal for Post-K Medallions</u>	\$590	\$614
Color Scheme Renewal - 1 to 5 Medallions	\$1,653 <u>1,075</u>	\$1,768 <u>1,107</u>
Color Scheme Renewal - 6 to 15 Medallions	\$2,428 <u>2,475</u>	\$2,598 <u>2,549</u>
Color Scheme Renewal - 16 to 49 Medallions	\$5,047 <u>5,616</u>	\$5,400 <u>5,841</u>
Color Scheme Renewal - 50 to 149 Medallions	\$7,571 <u>8,424</u>	\$8,100 <u>8,761</u>
Color Scheme Renewal - 150 or More Medallions	\$10,093 <u>11,232</u>	\$10,800 <u>11,681</u>
Dispatch Renewal	\$6,994 <u>7,782</u>	\$7,483 <u>8,094</u>
Monthly Taxi Medallion Use Fee Upon Death, Suspension, or Revocation of Medallion Holder	\$750	\$750

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

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

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

SEC. 321. SFMTA VENDOR COMMISSION FEES.

Approved SFMTA vendors who sell SFMTA products shall be paid the following fee for each product sold. SFMTA vendors may deduct applicable commission fees prior to remitting payment to the SFMTA for sold SFMTA products.

<u>Description Vendor Commission Fee</u>	<u>Vendor Commission Fee FY 2019 Effective July 1, 2018</u>	<u>FY 2020 Effective July 1, 2019</u>
Fare media and parking products	\$0.75	<u>\$0.75</u>
Transit and Bike Map	\$1.50	<u>\$1.50</u>

SEC. 322. NON-STANDARD VEHICLE PERMIT FEES.

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

Description	Fee
Private Transit Vehicle Annual Permit Fee— 1-5 Vehicles	\$10,000
Private Transit Vehicle Annual Permit Fee— 6-25	\$25,000
Private Transit Vehicle Annual Permit Fee— 26-50	\$50,000
Private Transit Vehicle Annual Permit Fee— 51-100	\$90,000

Private Transit Vehicle Annual Permit Fee—101-150		\$185,000
Private Transit Vehicle Annual Permit Fee—151 or more		\$240,000
<u>Description</u>	<u>FY 2019</u> <u>Effective July 1, 2018</u>	<u>FY 2020</u> <u>Effective July 1, 2019</u>
<u>Permit Application Fee*</u>	\$5,000	\$5,000
<u>Annual Fee</u>		
<u>1 to 5 Vehicles</u>	\$10,000	\$10,000
<u>6 to 25 Vehicles</u>	\$25,000	\$25,000
<u>26 to 50 Vehicles</u>	\$50,000	\$50,000
<u>50 to 100 Vehicles</u>	\$90,000	\$90,000
<u>100 to 150 Vehicles</u>	\$185,000	\$185,000
<u>151 to 250 Vehicles</u>	\$240,000	\$240,000

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

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

This fee reimburses the SFMTA for staff costs related to the review of environmental review documents and supporting analysis for development projects and area plans. This includes SFMTA staff review of and comment on Transportation Studies, environmental mitigations, transportation-related sections within programmatic or project-level environmental documents, as well as SFMTA staff participation in interdepartmental meetings on these subjects. There are two tiers of fee: Transportation Review Fee for projects that are multi-phased and require large infrastructure investment, or that are of statewide, regional, or area wide significance as defined in CEQA, or that

require analysis of several transportation topics within a geographic area that extends beyond the project block; and Site Circulation Review Fee for projects that require limited, localized analysis of a few transportation topics circulation memos that focus analysis on a few specific transportation topics, such as loading.

<u>Description</u>	<u>FY 2019</u> <u>Effective July 1, 2018</u>	<u>FY 2020</u> <u>Effective July 1, 2019</u>
<u>Fee per Case-Transportation Review</u>	<u>\$14,800</u>	<u>\$15,500</u>
<u>Fee per Case-Site Circulation Review</u>	<u>\$2,950</u>	<u>\$3,050</u>

SEC 325. DEVELOPMENT PROJECT REVIEW FEE.

This fee reimburses the SFMTA for staff costs related to review of documents associated with development projects’ proposed land use and transportation program, exclusive of environmental review documents. This includes SFMTA staff review of and comment on Preliminary Project Assessments (PPAs), site designs, project interface with streets, and participation in interagency meetings on these topics.

<u>Description</u>	<u>FY 2019</u> <u>Effective July 1, 2018</u>	<u>FY 2020</u> <u>Effective July 1, 2019</u>
<u>Fee per Case</u>	<u>\$960</u>	<u>\$1,000</u>

* * * *

SEC. 902. GENERAL PERMIT CONDITIONS.

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

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

(b) **Display of Permit.** Permittees must maintain the permit at the site of the permitted activity and available for inspection in accordance with any requirements for permit display as may be established by the SFMTA, and shall make all permits available for inspection upon request by an employee of the Police Department or SFMTA.

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

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

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

	<u>FY 2019</u> Effective July 1, 2016 8	<u>FY 2020</u> Effective July 1, 2017 9
Special Traffic Permit (§ 903)		
Base Permit Fee:	\$ 226.50 <u>322</u>	\$ 294.50 <u>333</u>
Daily Fee:	\$ 46.50 <u>66</u>	\$ 60.50 <u>68</u>
Late Fee:	\$ 253.50 <u>361</u>	\$ 329.50 <u>374</u>

Temporary Exclusive Use of Parking Meters (§ 904)		
Base Permit Fee: per 25 linear feet of construction frontage per day, including weekends and holidays:	<u>\$1011</u>	<u>\$1112</u>
Residential Area Parking Permit (§ 905)		
Motorcycle (Annual)	<u>\$95102</u>	<u>\$96108</u>
Motorcycle (Less than 6 months)	<u>\$51</u>	<u>\$4854</u>
Resident/Business/School/Fire Station/Foreign Consulate/Medical & Childcare Provider Base Permit Fee:		
(one year):	<u>\$127136</u>	<u>\$128144</u>
(Less than 6 months):	<u>\$6367</u>	<u>\$6371</u>
Permit Transfer:	<u>\$2123</u>	<u>\$2224</u>
1-Day Flex Permit (purchased within one calendar year):		
1-5 permits per order	<u>\$56</u> each permit	<u>\$6</u> each permit
6-15 permits per order	<u>\$78</u> each permit	<u>\$8</u> each permit
16-20 permits per order	<u>\$1012</u> each permit	<u>\$1113</u> each permit
Short-Term Permits		
2 weeks:	<u>\$4448</u>	<u>\$4551</u>
4 weeks:	<u>\$6469</u>	<u>\$6573</u>
6 weeks:	<u>\$8389</u>	<u>\$8494</u>
8 weeks:	<u>\$108116</u>	<u>\$109123</u>
Contractor Permit (§ 906)		
Base Permit Fee		
Annual/Renewal	<u>\$1,1671,602</u>	<u>\$1,2801,732</u>

Less than 6 months:	\$ <u>575,822</u>	\$ <u>640,887</u>
Permit Transfer Fee:	\$ <u>5042</u>	\$ <u>5242</u>
Vanpool Permit (§ 907)		
Base Permit Fee		
(per year):	\$ <u>127,136</u>	\$ <u>128,144</u>
(Less than 6 months):	\$ <u>6367</u>	\$ <u>6371</u>
Stationless Bicycle Share Program Permit (§ 909)		
Permit Application Fee		
Less than 500 bicycles	\$ <u>11,826</u> <u>12,593</u>	\$ <u>12,208</u> <u>13,068</u>
500 to 1,500 bicycles	\$ <u>13,355</u> <u>14,223</u>	\$ <u>13,787</u> <u>14,759</u>
1,500 to 2,500 bicycles	\$ <u>15,210</u> <u>16,199</u>	\$ <u>15,702</u> <u>16,810</u>
2,500 to 3,000 bicycles	\$ <u>16,739</u> <u>17,829</u>	\$ <u>17,280</u> <u>18,501</u>
3,500 or more bicycles	\$ <u>18,944</u> <u>20,179</u>	\$ <u>19,558</u> <u>20,940</u>
Annual/Renewal Fee		
Less than 500 bicycles	N/A\$ <u>10,033</u>	\$ <u>9,725</u> <u>10,411</u>
500 to 1,500 bicycles	N/A\$ <u>11,622</u>	\$ <u>11,303</u> <u>12,102</u>
1,500 to 2,500 bicycles	N/A\$ <u>13,639</u>	\$ <u>13,219</u> <u>14,153</u>
2,500 to 3,500 bicycles	N/A\$ <u>15,268</u>	\$ <u>14,797</u> <u>15,844</u>
3,500 or more bicycles	N/A\$ <u>17,676</u>	\$ <u>17,074</u> <u>18,283</u>
SFMTA Permit (§ 910)		
(Based on the annualized Parking Meter Use Fee)	\$ <u>2,600</u> <u>2,860</u>	\$ <u>2,860</u> <u>3,120</u>
On-Street Shared Vehicle Parking Permit (§ 911)		
Zone 1	\$ <u>2,808</u>	\$ <u>3,420</u>
	(\$234,336 per month)	(\$285,386 per month)

Zone 2	\$1,872 (\$156212 per month)	\$2,160 (\$180244 per month)
Zone 3	\$624 (\$5259 per month)	\$600 (\$5068 per month)
On-Street Shared Electric Moped Parking Permit (§915)		
(1 One Year)	N/A \$352	\$325366
(Less than 6 months)	N/A 175	\$162182
Vehicle Press Permit (§ 912)	\$6064	\$6267
Base Permit Fee: The permit fee shall only be increased pursuant to the Automatic Indexing Implementation Plan approved by the SFMTA Board of Directors.		
Designated Shuttle Stop Use Permit (§ 914)	\$7.317.65	To Be Determined\$7.75
Farmer's Market Parking Permit (§ 801(c)(17))		
Base Permit Fee (quarterly):	\$197211	\$199224
Temporary Street Closures Permits (Division 1, Article 6)		
Neighborhood Block Party		
More than 120 days in advance:	\$16799	\$19299
90-120 days in advance:	\$199200	\$238200
60-89 days in advance:	\$230300	\$299325
30-59 days in advance:	\$307425	\$399450
Fewer than 30 days in advance:	\$614850	\$798875
All Other Events		
More than 120 days in advance:	\$553661	\$636600

90 -120 days in advance:	<u>\$657821</u>	<u>\$789850</u>
60-89 days in advance:	<u>\$7621,030</u>	<u>\$9901,100</u>
30-59 days in advance:	<u>\$9231,248</u>	<u>\$1,2001,350</u>
Fewer than 30 days in advance:	<u>\$1,0821,462</u>	<u>\$1,4061,575</u>
Few than 7 days in advance:	<u>\$1,2441,682</u>	<u>\$1,6172,500</u>
Bus Substitution Fee	<u>\$32.7535</u>	<u>\$33.7536.50</u>
Division I, Article 6.2(f))		

(e) **Indemnification.** The permit application for Special Traffic Permits issued pursuant to Section 903, and permits for the Temporary and Exclusive Use of Parking Meters issued pursuant to Section 904, shall require the applicant to acknowledge that the Permittee, by acceptance of the permit, agrees to indemnify and hold the City and County of San Francisco, its departments, commissions, boards, officers, employees and agents ("Indemnitees") harmless from and against any and all claims, demands, actions or causes of action which may be made against the Indemnitees for the recovery of damages for the injury to or death of any person or persons or for the damage to any property resulting directly or indirectly from the activity authorized by the permit regardless of the negligence of the Indemnitees.

(f) **Rules and Regulations.** Compliance with all applicable rules and regulations and with all permit conditions shall be a material condition for the issuance or renewal of a permit.

(g) **Permit Revocation.** The Director of Transportation is authorized to revoke the permit of any Permittee found to be in violation of this Article and, upon written notice of revocation, the Permittee shall surrender such permit in accordance with the instructions in the notice of revocation.

Section 2. Effective and Operative Dates.

(a) This ordinance shall become effective 31 days after enactment. Enactment occurs when the San Francisco Municipal Transportation Agency Board of Directors approves this ordinance.

(b) The operative date of this ordinance is July 1, 2018. Accordingly all fees, charges and other monetary charges in existence as of the effective date of this ordinance will remain in place through June 30, 2018.

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

APPROVED AS TO FORM:
DENNIS J. HERRERA, City Attorney

By: _____
JOHN I. KENNEDY
Deputy City Attorney

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I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of April 3, 2018.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

Enclosure 3: Changes to Fares, Fees, Fines, Rates and Charges

New Proposals on Revenues and Expenditures

Revenue Items Included in the Baseline Operating Budget (\$ millions)

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

Proposal	Description	Annual FY19	Annual FY20
Use of Fund Balance	Potential reserves available beyond the 10% set aside target established	20.6	38.0
Recover fees remitted to DMV for citations referred for DMV vehicle registration holds at the time of a second penalty. Impacts approximately 61-63k tickets (out of a total of 1m)	For every citation referred to DMV for a registration hold, \$3 is currently sent to DMV. The \$3 is increasing to \$4. Recover \$2 in FY 2019 and \$2 in FY 2020.	350k	350k
Change various Tax Fees	Reduce the medallion renewal fee for Prop K Medallion holders by 50%. Reduce the Taxi Stand application fee by 50% Reduce the Color Scheme renewal fee for color schemes with 1-5 medallions and 6-15 medallions and increase the application fee for those same two categories by the same percentage.	Approximately \$300k each year	
Increase single-ride cash fare differential to \$0.50 (\$0.25 for reduced fare) to incentivize pre-payment *	Supports Pricing strategies to: <ul style="list-style-type: none"> • Incentivize transit ridership • Incentivize pre-payment • Enhance customer convenience • Stabilizes fare revenues 		
Limit A Pass to 20% premium above M Pass *			
Reduce fares for Visitor Passports purchased in advance on MuniMobile and Clipper to incentivize prepayment and implement a differential for pre-paid passes. Reduce pass prices \$2-\$11 from FY 2018 *			
Adopt new low-income single-ride fare product to meet the needs of low-income riders and complement the Monthly Pass program *			
Implement a new Day Pass (without Cable Car) at 2.0 x the regular fare) to increase flexibility for regular customers and incentivize pre-payment *			
Authorize a 10% discount for bulk purchases of 100 or Cable Car tickets and Passports*			
Expand the use of institutional pass models to other groups and organizations*			

Expenditure Items Included in Baseline Operating Budget (\$ millions)

Description	Annual FY19	Annual FY2020
Central Subway		11.0
Fleet Expansion 68 LRV4	19.8	32.1
Islais Creek and Increased Mileage	11.7	14.4
Scott Center Additional Duties	0.9	1.1
Safety and Training Initiatives	3.5	4.5
Work orders	7.0	7.0
Caltrain	1.0	1.0

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

1. Agency	2. Adult Fare	3. Senior Disabled Fare	4. Youth Fare
5. MTA New York City Transit (City Subway & Bus)	6. <u>Single Fare</u> - - \$2.75 (Metro Card) - \$3.00 (Single Ride ticket) 7. <u>Monthly Pass</u> - \$121.00	8. <u>Single Fare</u> - - \$1.35 (50% off adult fare) 9. <u>Monthly Pass</u> - \$60.50	10. - 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.

1. Agency	2. Adult Fare	3. Senior Disabled Fare	4. Youth Fare
11. Chicago Transit Authority	12. <u>Single Fare</u> - - \$2.25 bus with Ventra Card - \$2.50 Pay As You Go using contactless bankcard/cash - \$3.00 CTA Single-Ride Ventra Ticket (\$2.25 fare + \$0.25 transfer + \$0.50 limited-use media fee) - \$2.50 "L" train <u>Monthly Pass</u> - \$105	13. <u>Single Fare</u> - - \$1.00 bus with Ventra Card - +\$0.15 for 2 transfers within 2 hours - \$1.10 for contactless bankcard/cash - no transfers - \$1.10 ("L" train) - + \$0.15 for 2 transfers within 2 hours 14. <u>Monthly Pass</u> - \$50 (with RTA permit) - Low income seniors (65+) and disabled IL residents who are enrolled in IL Benefit Access program ride free.	15. <u>Single Fare</u> - - \$0.75 Student Ventra Card for children 7 - 20 valid from 5:30am to 8:30pm on school days only. \$0.15 for 2 transfers within 2 hours - \$1.10 "L" train and \$1.00 reduced bus fare at other times for children 7 - 11 - \$2.25 "L" train and \$2.00 bus are full fares at other times for children 12+ <u>Monthly Pass</u> - \$50 (with RTA permit) - Children under 7 ride free with a fare paying customer.
16. Los Angeles County Metropolitan Transit Authority	17. <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	18. <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 19.	20. <u>Single Fare</u> - \$1.00 with Student (K-12) TAP Card - \$1.00 for cash (No Transfers; Metro-to-Muni Transfer for additional \$0.50) <u>Monthly Pass</u> - 21. - \$24 Students (K-12) - \$43 college/vocational - 2 children under age 5 may ride free with each fare-paying adult

1. Agency	2. Adult Fare	3. Senior Disabled Fare	4. Youth Fare
<p>22. Washington Metropolitan Area Transit Authority</p>	<p>23. <u>Single Fare</u> - - \$2.00 (regular bus) - \$4.25 (express routes) - \$2.25 to \$6.00 (rail - peak) - \$2.00 to \$3.85 (rail -off-peak)</p> <p><u>Monthly Pass</u> - - \$240.00 for 28-Day Fast Pass (Metrorail) - \$81.00 or \$135.00 Metro SelectPass (Rail only) based on \$2.25 or \$3.75 rail fare - \$126.00 or \$180.00 Metro SelectPass (Rail with Bus) based on \$2.25 or \$3.75 rail fare, and \$1.75 regular bus fare</p> <p><u>7-Day Pass</u> - - \$38.50 (up to \$3.60/ride during peak fares) to \$60.00 unlimited Metrorail rides - \$17.50 unlimited Regional Metrobus rides (no monthly bus pass only)</p>	<p>24. <u>Single Fare</u> - - \$1.00 (regular bus) - \$2.10 (express routes) - 50% off peak fare (rail) with reduced fare SmarTrip® Card</p> <p><u>Monthly Pass</u> - Not available - \$8.75 for Metrobus 7-day Bus Pass for seniors (65+)</p> <p>- Disabled riders need to have a Metro Disability ID to ride Metrorail and regular Metrobus routes for reduced fare. - Seniors (65+) may use Senior SmarTrip® Card, or pay with cash showing valid photo ID for reduced fare.</p>	<p>25. <u>Single Fare</u> - Not available - \$7.50 for 10-trip bus pass - \$9.50 for 10-trip rail pass</p> <p><u>Monthly Pass</u> - \$30 unlimited on Metrobus and Metrorail (for private school students not eligible for Kids Ride Free on Rail program)</p> <p>-Up to two children, under age 5, ride free with each full fare paying adult. - Student "DC One Card" allows eligible DC students 5-21 years old (K-12) to ride to school days/activities for free on buses and rail within boundary stations (only if attending public schools) effective 2016-17 school year.</p>

1. Agency	2. Adult Fare	3. Senior Disabled Fare	4. Youth Fare
<p>26. Southeastern Pennsylvania Transportation Authority - City and Suburban Transit</p>	<p>27. <u>Single Fare</u> - - \$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> <p><u>Monthly Pass</u> - \$96 unlimited with TransPass</p>	<p>28. <u>Single Fare</u> - - 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> <p><u>Monthly Pass</u> - Not available</p>	<p>29. <u>Single Fare</u> - -\$1.90-\$2.00 token per ride</p> <p><u>Monthly Pass</u> - Not available -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.</p>
<p>30. San Francisco Municipal Transportation Agency</p>	<p>31. <u>Single Fare</u> - - \$2.50 with Clipper Card or mobile ticket - \$2.75 for cash or limited use ticket</p> <p><u>Monthly Pass</u> - \$75</p>	<p>32. <u>Single Fare</u> - - \$1.25 with Clipper Card or mobile ticket - \$1.35 for cash or limited use ticket</p> <p><u>Monthly Pass</u> - \$38 -Free Muni service for seniors (65+) and people with disabilities' gross income at, or below, 100% Bay Area Median Income.</p>	<p>33. <u>Single Fare</u> - - \$1.25 with Clipper Card or mobile ticket - \$1.35 for cash or limited use ticket</p> <p><u>Monthly Pass</u> - \$38 -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.</p>

1. Agency	2. Adult Fare	3. Senior Disabled Fare	4. Youth Fare
34. Metropolitan Atlanta Rapid Transit Authority	35. <u>Single Fare</u> - \$2.50 <u>Monthly Pass</u> - \$95	36. <u>Single Fare</u> - \$1.00 <u>Monthly Pass</u> - Not available - trip packages in multiples of 10 or 20 are available.	37. <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).

1. Agency	2. Adult Fare	3. Senior Disabled Fare	4. Youth Fare
<p>38. King County Metro Transit (Seattle)</p>	<p>39. <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>40. <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>41. <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>

1. Agency	2. Adult Fare	3. Senior Disabled Fare	4. Youth Fare
<p>42. Metropolitan Transit Authority of Harris County (Houston)</p>	<p>43. <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>44. <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>45. <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.</p>
<p>46. Bay Area Rapid Transit</p>	<p>47. <u>Single Fare</u> - \$1.95 to \$7.35 by destination - cash value (\$1.85 - \$69) blue tickets are sold at ticket vending machines at every BART station*</p> <p><u>Monthly Pass</u> - Not available - Blue high value tickets (\$48 value for \$45, or \$64 value for \$60) give a 6.25% discount</p> <p>*Omits fares to SFO - \$7.65 to \$11.60</p>	<p>48. <u>Single Fare</u> - \$9 for a \$24 ticket (62.5% discount on adult fare) - 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> <p><u>Monthly Pass</u> - Not available - Discount tickets are sold only through the mail and selected retail vendors.</p>	<p>49. <u>Single Fare</u> - \$9 for a \$24 red ticket (62.5% discount on adult fare) or 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> <p><u>Monthly Pass</u> - Not available - Red tickets are sold only through the mail and selected retail vendors. - Orange tickets are sold by participating schools only.</p>

1. Agency	2. Adult Fare	3. Senior Disabled Fare	4. Youth Fare
50. Tri-County Metropolitan Transportation District of Oregon (Portland)	<p>51. <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 - 30-Day Pass may be purchased any day of the month, validated on purchase date, and good for 30 consecutive days.</p>	<p>52. <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 -Honored Citizen Downtown Portland Pass (\$10 admin fee) is valid for up to 2 years or duration of temporary disability: Honored Citizen riders who live within this area ride for free in Downtown Portland.</p>	<p>53. <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 - Children under age 7 ride free with a paying passenger. -Student Pass: High school students in the Portland Public School District with student ID ride free during the school year.</p>
54. San Diego Metropolitan Transit System	<p>55. <u>Single Fare</u> - - \$2.25 (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>56. <u>Single Fare</u> - - \$1.10 (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> - \$18 Regional reduced fare pass for seniors (60+), disabled, and Medicare recipients on Compass Card</p>	<p>57. <u>Single Fare</u> - - \$2.25 (bus), no transfers - \$2.50 (trolley), ticket valid for 2 hours from time of purchase</p> <p><u>Monthly Pass</u> - \$36 Regional Youth (under 19) Pass on Compass Card -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>

1. Agency	2. Adult Fare	3. Senior Disabled Fare	4. Youth Fare
58. Regional Transportation District (Denver)	59. <u>Single Fare</u> - \$2.60 <u>Monthly Pass</u> - \$99 - 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	60. <u>Single Fare</u> - \$1.30 for disabled, Medicare recipients, and seniors (65+) with valid ID or RTD Special Discount Card <u>Monthly Pass</u> - \$49	61. <u>Single Fare</u> - \$1.30 for students (6-19) with current school ID (except elementary school students) <u>Monthly Pass</u> - \$49 -Children under age 6 ride free with a fare-paying adult.
62. Santa Clara Valley Transportation Authority	63. <u>Single Fare</u> - \$2.25 <u>Monthly Pass</u> - \$80 Monthly Pass on Clipper Card	64. <u>Single Fare</u> - \$1.00 for seniors (65+), disabled, Medicare cardholders <u>Monthly Pass</u> - \$30 Monthly Pass on Senior Clipper Card or Regional Transit Connection Clipper Card	65. <u>Single Fare</u> - \$1.00\ <u>Monthly Pass</u> - \$30 Monthly Pass on Youth Clipper Card -Children under age 5 ride free.
66. Alameda Contra-Costa Transit	67. <u>Single Fare</u> - - \$2.25 (cash) - \$2.15 (Clipper Card costs \$3) <u>Monthly Pass</u> - \$81.00 Adult 31-Day pass on Clipper Card	68. <u>Single Fare</u> - -\$1.05 (cash) - \$1.00 (Clipper Card) <u>Monthly Pass</u> - \$26.50 for calendar month - Senior Monthly pass (65+) on Senior Clipper Card -Disabled Monthly pass or RTC Clipper Card (\$3 fee)	69. <u>Single Fare</u> - - \$1.05 (cash) - \$1.00 (Clipper Card) <u>Monthly Pass</u> - \$26.50 for Youth 31-Day pass (age 5-18) on Clipper Card - Children under age 5 ride free.

1. Agency	2. Adult Fare	3. Senior Disabled Fare	4. Youth Fare
70. Golden Gate Transit	<p>71. <u>Single Fare</u> - - \$2.00 local fare zones 2-4 (cash) - \$1.80 local fare zones 2-4 (Clipper Card)</p> <p>- \$12.25 to \$13.00 zones 5 or 6 - Sonoma county (cash) - \$9.80 to \$10.40 zones 5 or 6 (Clipper Card) - \$5 to \$13 for intercounty travel (cash) - \$4.40 to \$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>72. <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>- \$6.00 to \$6.50 zones 5 or 6 (cash with valid ID, or Senior/RTC Clipper Card) - \$2.50 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>73. <u>Single Fare</u> - 50% discount - \$1.00 local fare zones 2-4 for youth 5-18 (cash or Youth Clipper Card)</p> <p>- \$6.00 to \$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>

1. Agency	2. Adult Fare	3. Senior Disabled Fare	4. Youth Fare
74. San Mateo County Transit District	75. <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)	76. <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	77. <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.

Indexed Fares and Cost Recovery Fees

FARE POLICY AND PRICING

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

BASIC FARE TABLE

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

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

FARE PAYMENT OPTIONS

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

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

FARE CATEGORIES

1. FULL FARE – Single ride fare applies to adult fare category. Fares shall be rounded to the nearest \$0.25 for single ride fares and \$1.00 for all other fares and passes.
2. REDUCED FARE – Reduced fare shall be one-half of the Full Fare, rounded to the nearest \$0.05 or \$0.10 increment for single ride fares and \$1.00 for all other fares and passes. A customer may qualify for the Reduced Fare by meeting or possessing one of the requirements

below. Proof of age or appropriate identification may be necessary when ticket is requested by an operator or fare inspector. For use on Clipper®, special application requirements apply (www.clippercard.com).

- a. Senior – 65 years of age or older.
 - b. Youth – Five through 18 years of age.
 - c. People with Disabilities – Customers with qualifying disabilities. Regional Transit Connection (RTC) card required for use on Clipper. For farebox or limited use ticket payment, RTC or Medicare card, state DMV issued Disability parking placard or discount transit card issued by another transit agency is accepted for eligibility. Disability attendants are eligible for same reduced fare when accompanying a qualified RTC card holder.
3. **LIFELINE (LOW-INCOME)** – San Francisco Residents at or below 200% of poverty. Application and certification requirements apply (www.sfmta.com/lifeline). 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.
 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 four years of age and under when accompanied by an adult.
 - b. Youth, Seniors, and People with Disabilities at or below 100% Bay Area Median Income. Available for San Francisco residents only. Application and certification requirements apply (www.sfmta.com/freemuni).
 - c. San Francisco Police and Sheriff Deputies presenting a regulation seven pointed star and in full uniform.
 - d. Active employees of the SFMTA.
 - e. Dependents of active full-time SFMTA TWU Local 250A employees.
 - f. SFMTA TWU Local 250A retirees.

FARES AND PRODUCTS

1. **SINGLE RIDE** – Single ride fares are valid for unlimited travel for 90 minutes from time of payment or activation on Clipper or mobile ticketing and until 5 a.m. the following day if purchased after 8:30 p.m. Travel must be completed by expiration of time period

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

FARE PRODUCTS (LIMITED AVAILABILITY)

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

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

INTER-AGENCY DISCOUNTS

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

SPECIAL FARES

1. NEW YEAR'S EVE – Free service provided from 8 p.m. December 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.

ANIMALS ON MUNI

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

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

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

PROOF OF PAYMENT

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

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

INSTITUTIONAL PASS

The SFMTA may enter into agreements with schools, government agencies, residential buildings, athletic facilities and other organizations to establish revenue neutral institutional pass programs. Groups must have a minimum of 500 participants (all members are required to participate and cannot

“opt-out”. Fares will be set based on estimated fare revenue based on transit use across the entire group and divided by the total population. The formula for establishing the revenue neutral fare will be based on demographic and organization specific data, and actual Clipper usage (where available) as part of the individual agreements with participating organizations.

THIRD PARTY SALES COMMISSION

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

BULK DISCOUNT

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

REFUNDS/REPLACEMENTS

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

ADOPTION OF FARES

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

The following policies apply to setting certain fares and products:

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

Day Pass	Equal to two times the adult full fare
Paratransit Van Service	Equal to adult pre-paid full fare

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

EFFECTIVE DATE

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

Cost Recovery Fees

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

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

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

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

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

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

		FY 2019 Proposed Effective July 1, 2018	FY 2020 Proposed Effective July 1, 2019
Color Curb Program White or Green Zones	Current Fee		
White/Green Zones Application Fee: Flat Rate All Lengths	\$2,083	\$2,166	\$2,253
Taxi Stand Application Fee	\$2,083	\$1,083	\$1,127
White Zones Paint/Installation/Renewal Fee			
Payment within 30 Days from Invoice			
1-22 Feet	\$563	\$586	\$609
23-44 Feet	\$1,129	\$1,174	\$1,221
45-66 Feet	\$1,693	\$1,761	\$1,831
>66 Feet	\$2,256	\$2,346	\$2,440
Payment After 30 Days from Invoice			
1-22 Feet	\$622	\$647	\$673
23-44 Feet	\$1,248	\$1,298	\$1,350

Color Curb Program White or Green Zones	Current Fee	FY 2019 Proposed Effective July 1, 2018	FY 2020 Proposed Effective July 1, 2019
45-66 Feet	\$1,870	\$1,945	\$2,023
>66 Feet	\$2,491	\$2,591	\$2,695
Green Zones Paint/Installation/Renewal Fee			
Payment within 30 Days from Invoice			
1-22 Feet	\$516	\$537	\$558
23-44 Feet T	\$1,034	\$1,075	\$1,118
45-66 Feet	\$1,550	\$1,612	\$1,676
>66 Feet	\$2,065	\$2,148	\$2,234
Payment After 30 Days from Invoice			
1-22 Feet	\$570	\$593	\$617
23-44 Feet	\$1,144	\$1,190	\$1,238
45-66 Feet	\$1,714	\$1,783	\$1,854
>66 Feet	\$2,284	\$2,375	\$2,470

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

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

Temporary Street Closure Fees	Current Fee	FY 2019 Proposed Effective July 1, 2018	FY 2020 Proposed Effective July 1, 2019
Neighborhood Block Party			
More than 120 days in advance	\$192	\$99	\$99
90-120 days in advance	\$238	\$200	\$200
60-89 days in advance	\$299	\$300	\$325
30-59 days in advance	\$399	\$425	\$450
Fewer than 30 days in advance	\$798	\$850	\$875
All Other Events			
More than 120 days in advance	\$636	\$661	\$600

		FY 2019 Proposed Effective July 1, 2018	FY 2020 Proposed Effective July 1, 2019
Temporary Street Closure Fees	Current Fee		
90-120 days in advance	\$789	\$821	\$850
60-89 days in advance	\$990	\$1,030	\$1,100
30-59 days in advance	\$1,200	\$1,248	\$1,350
7-29 days in advance	\$1,406	\$1,462	\$1,575
Fewer than 7 days in advance	\$1,617	\$1,682	\$2,500

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

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

Payment Plan: Provides customers an extended period of time to pay parking and transit violations. The processing fee charged by the SFMTA covered the administrative costs of processing the contract with the customer. The fees collected are being decreased in FY19 as required by AB503.

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

		FY 2019 Proposed Effective July 1, 2018	FY 2020 Proposed Effective July 1, 2019
Citation Community Service	Current Fee		
Payment Plan			
Fee Per Plan-Low Income	\$5	\$5	\$5
Fee Per Plan-Standard	\$25	\$25	\$25
Community Service Plan*			
\$50 to \$150 Owed	\$25	\$25	\$25

Citation Community Service	Current Fee	FY 2019 Proposed Effective July 1, 2018	FY 2020 Proposed Effective July 1, 2019
\$151 to \$300 Owed	\$50	\$50	\$50
\$301 to \$600 Owed	\$75	\$75	\$75
\$601 to \$1,000 Owed	\$125	\$125	\$125

*One fee waiver per year for low income customers.

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

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

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

Towing and Storage Fees: The SFMTA contracts to provide vehicle towing and storage services. SFMTA's administrative, towing and storage fees are to recover the SFMTA costs. The minimum fee to recover a towed vehicle includes the Administrative Fee and Base Tow Fee.

Administrative Fees:

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

Tow Fees: Description	Current Fee	FY 2019 Proposed Effective July 1, 2018	FY 2020 Proposed Effective July 1, 2019
Light Duty Vehicles under 10,000 gross vehicle weight (GVW) (e.g., cars, light duty trucks, vehicles with trailers, unattached trailers, motorcycles, and scooters) – up	\$214.00	\$229.00	\$238.25
Each Additional 1/4 Hour Labor Required	\$50.50	\$56.00	\$58.25

Description	Current Fee	FY 2019 Proposed Effective July 1, 2018	FY 2020 Proposed Effective July 1, 2019
Medium Duty Vehicles Over 10,000 GVW (e.g. trucks, buses and unattached trailers) - Up to 1 Hour	\$275.75	\$344.75	\$358.50
Each Additional 1/4 Hour Labor Required	\$62.75	\$69.75	\$72.50
Heavy Duty Vehicles Over 26,000 GVW (e.g. buses, tractor trucks and/or trailers) - Up to 1 Hour	\$436.50	\$545.75	\$567.50
Each Additional 1/4 Hour Labor Required	\$76.25	\$84.75	\$88.25
Dolly	\$53.25	\$74.50	\$77.50
Flatbed	\$53.25	\$99.25	\$103.25

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

Description	Current Fee	FY 2019 Proposed Effective July 1, 2018	FY 2020 Proposed Effective July 1, 2019
Storage Fee – Motorcycles/Scooters – first 24 hours or part thereof	\$22.75	\$19.50	\$20.00
Storage Fee – Motorcycles/Scooters – every full calendar day (or part thereof) following the first 24 hours	\$27.25	\$23.25	\$24.00

Description	Current Fee	FY 2019 Proposed Effective July 1, 2018	FY 2020 Proposed Effective July 1, 2019
Storage Fee –Light/Duty Vehicles (other than motorcycles/scooters) first 24 hours or part thereof	\$59.25	\$50.75	\$52.25
Storage Fee – Light Duty Vehicles (other than motorcycles/scooters) every full calendar day (or part thereof) following the first 24 hours	\$71.00	\$60.75	\$62.50
Storage Fee – Medium Duty Vehicles – first 24 hours or part thereof	\$82.00	\$70.00	\$72.25
Storage Fee – Medium Duty Vehicles – every full calendar day (or part thereof) following the first 24 hours	\$98.25	\$84.00	\$86.50
Storage Fee – Heavy Duty Vehicles – first 24 hours or part thereof	\$120.75	\$103.25	\$106.25
Storage Fee – Heavy Duty Vehicles – every full calendar day (or part thereof) following the first 24 hours	\$144.75	\$123.75	\$127.50

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

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

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

Description	Current Fee	FY 2019 Proposed Effective July 1, 2018	FY 2020 Proposed Effective July 1, 2019
\$0 - \$249.99	No charge	No charge	No charge
\$250 - \$499.99	\$115.00	\$127.75	\$132.75
\$500 - \$999.99	\$150.00	\$166.50	\$173.25
\$1,000 - \$1,499.99	\$200.00	\$222.00	\$231.00

Description	Current Fee	FY 2019 Proposed Effective July 1, 2018	FY 2020 Proposed Effective July 1, 2019
\$1,500 - \$1,999.99	\$260.00	\$288.50	\$300.00
\$2,000 - \$2,499.99	\$325.00	\$360.75	\$375.25
\$2,500 - \$4,999.99	\$410.00	\$455.00	\$473.25
\$5,000 and above	\$670.00	\$743.75	\$773.50

Lien Fees:

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

Tow-Backs:

Description	Current Fee	FY 2019 Proposed Effective July 1, 2018	FY 2020 Proposed Effective July 1, 2019
Tow-back service for Light Duty Vehicles – first hour (or part thereof) of labor	\$214.00	\$237.50	\$247.00
Tow-back service for Light Duty Vehicles – each additional 1/4 hour (or part thereof) of labor	\$50.50	\$56.00	\$58.25
Tow-back service for Medium Duty Vehicles – first hour (or part thereof) of labor	\$275.75	\$344.75	\$358.50
Tow-back service for Medium Duty Vehicles – each additional 1/4 hour (or part	\$62.75	\$69.75	\$72.50
Tow-back service for Heavy Duty Vehicles – first hour (or part thereof) of labor	\$436.50	\$545.75	\$567.50

Description	Current Fee	FY 2019 Proposed Effective July 1, 2018	FY 2020 Proposed Effective July 1, 2019
Tow-back service for Heavy Duty Vehicles – each additional 1/4 hour (or part thereof) of labor	\$76.25	\$84.75	\$88.25
Additional per-mile fee after 6 miles for any portion of tow back occurring outside the limits of the City	\$10.00	\$11.00	\$11.50

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

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

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

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

Description	Current Fee	FY 2019 Proposed Effective July 1, 2018	FY 2020 Proposed Effective July 1, 2019
Cable Car Two-Hour Minimum Rental Fee	\$785.00	\$891.50	\$891.50
Cable Car Each Additional Hour Rental Fee	\$392.50	\$445.75	\$445.75

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

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

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

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

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

Administrative Penalty for Obstruction of Traffic without a Permit: Any person who violates Division I, Section 7.2.71 may be subject to the issuance of a citation and imposition of an administrative penalty. The designated officer or employee may issue an admonishment or direct

corrective action in lieu of the issuance of a citation. The Director of Transportation is authorized to designate officers or employees of the Municipal Transportation Agency to enforce Division I, Section 7.2.71.

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

Taxi Fees

Permit Type*	Current Fee	FY 2019 Proposed Effective July 1, 2018	FY 2020 Proposed Effective July 1, 2019
Driver Permit Application**	N/A	N/A	N/A
Monthly Taxi Medallion Use Fee (8000 series)***	\$1,000	\$1,000	\$1,000
Dispatch Applications	\$6,773	\$7,044	\$7,326
Color Scheme Change	\$454	\$472	\$491
Lost Medallions	\$119	\$124	\$129
New Color Schemes - 1 to 5 Medallions	\$2,149	\$3,174	\$3,269
New Color Schemes - 6 to 15 Medallions	\$3,152	\$3,540	\$3,646
New Color Schemes - 16 to 49 Medallions	\$6,311	\$6,563	\$6,826
New Color Schemes - 50 or more Medallions	\$7,885	\$8,200	\$8,528
Renewal Application:			
Driver Renewal	\$117	\$122	\$127
Medallion Holder Renewal for Pre-K Medallions and Pre-K Corporate Medallions	\$1,134	\$1,179	\$1,227
Medallion Holder Renewal for Post-K Medallions	\$1,134	\$590	\$614
Color Schemes Renewal - 1 to 5 Medallions	\$1,768	\$1,075	\$1,107
Color Scheme Renewal - 6 to 15 Medallions	\$2,598	\$2,475	\$2,549
Color Scheme Renewal - 16 to 49 Medallions	\$5,400	\$5,616	\$5,841
Color Scheme Renewal - 50 to 149 Medallions	\$8,100	\$8,424	\$8,761

Permit Type*	Current Fee	FY 2019 Proposed Effective July 1, 2018	FY 2020 Proposed Effective July 1, 2019
Color Scheme Renewal - 150 or	\$10,800	\$11,232	\$11,681
Dispatch Renewals	\$7,483	\$7,782	\$8,094
Monthly Taxi Medallion Use Fee Upon Death, Suspension, or Revocation of Medallion Holder	\$750	\$750	\$750

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

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

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

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

Other Fees

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

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

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

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

Intellectual Property License Fee (Film Permits) (e.g. for films, TV shows, ads featuring SFMTA) - currently referred to as "Image Fee" and charged by the Film Commission in conjunction with permits for filming that involve visual images of SFMTA trademarks and service

marks. (Note that the SFMTA is eliminating the TV series, etc. fees for non-profits and government agencies.)

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

Description	Current Fee	FY 2019 Proposed Effective July 1, 2018	FY 2020 Proposed Effective July 1, 2019
By qualified college or university students other than as described above as determined by the Film Commission	\$54 per permit issued by Film Commission	\$56 per permit issued by Film Commission	\$58 per permit issued by Film Commission
By qualified Non-Profit or Government Agency (or Public Service Announcement) as determined by the Film Commission*	\$108 per permit issued by Film Commission	\$0	\$0

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

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

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

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

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

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

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

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

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

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

Description	Current Fee	FY 2019 Proposed Effective July 1, 2018	FY 2020 Proposed Effective July 1, 2019
Application filed 13 or fewer days before an event approved by ISCOTT			
1-4 Signs	\$355	\$373	\$392

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

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

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

Description	Current monthly Fee	FY 2019 Proposed Effective July 1, 2018	FY 2020 Proposed Effective July 1, 2019
On-Street Car share Permit – Zone 3	\$50	\$59	\$68

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

Description	Current Fee	FY 2019 Proposed Effective July 1, 2018	FY 2020 Proposed Effective July 1, 2019
Annual	\$325	\$352	\$366
6-Months	\$162	\$175	\$182

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

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

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

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

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

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

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

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

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

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

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

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

Private Transit Vehicle Permit Program: This is a permit program for privately-owned, shared vehicles for hire ((Private transit vehicles or PTVs) wherein companies are required to apply for and receive a permit prior to operating private transit service within the City. This fee reimburses

the SFMTA for staff time including on-street enforcement, electronic enforcement through data analysis, planning, route analysis, policy and permit review.

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

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

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

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

*There is only one fee currently charged which is \$4,905. The current fee, which was initially established in 1993, no longer represents the many changes in environmental review requirements and the need for more substantial SFMTA staff time to review documents and supporting analysis.

The significant change in the fee amount reflects cost recovery of SFMTA actual costs.

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

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

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

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

Citations and Fines*
Based on Indexing Calculation when Allowable

PEDESTRIANS AND SIDEWALKS

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

ON-STREET PARKING

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

TRANSPORTATION CODE SECTION	DESCRIPTION	Current Fine Amount	FY 2019 Proposed Effective July 1, 2018	FY 2020 Proposed Effective July 1, 2019
Div I 7.2.29	Parking for Three Days	\$110	\$110	\$110
Div I 7.2.30(a)	Overtime Parking Downtown Core	\$84	\$87	\$90

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

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

OFF-STREET PARKING

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

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

TRAFFIC REGULATIONS

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

COMMERCIAL VEHICLES

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

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

TRANSIT VIOLATIONS

TRANSPORTATIO N CODE SECTION	DESCRIPTION	Current Fine Amount	FY 2019 Proposed Effective July 1, 2018	FY 2020 Proposed Effective July 1, 2019
Div I 7.2.101	Fare Evasion – Adult	\$120	\$125	\$125
Div I 7.2.102	Passenger Misconduct - Adult	\$120	\$125	\$125
Div I 7.2.103	Fare Evasion - Youth Violation	\$60	\$62	\$64
Div I 7.2.104	Passenger Misconduct - Youth Violation	\$60	\$62	\$64
BICYCLE VIOLATIONS				
Div. I 7.2.110	Stationless Bicycle Share	\$100.00	\$100.00	\$100.00

California Vehicle Code Penalty Schedule **

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

CODE SECTION	DESCRIPTION	Current Fine Amount	FY 2019 Proposed Effective July 1, 2018	FY 2020 Proposed Effective July 1, 2019
VC5201B	Plate Cover	\$121	\$121	\$121
VC5202	No Plates	\$121	\$121	\$121
VC5204A	Tabs	\$121	\$121	\$121
VC21113A	School/Pub Ground	\$79	\$82	\$85
VC21211 (38N)	Bicycle Path/Lanes	\$132	\$137	\$142
VC22500A	Parking in Intersection	\$110	\$110	\$110
VC22500B	Parking in Crosswalk	\$110	\$110	\$110
VC22500C	Safety Zone	\$110	\$110	\$110
VC22500D	15 ft. Fire Station	\$110	\$110	\$110
VC22500E	Driveway	\$110	\$110	\$110
VC22500F	On Sidewalk	\$110	\$110	\$110
VC22500G	Excavation	\$66	\$69	\$72
VC22500H	Double Parking	\$110	\$110	\$110
VC22500I	Bus Zone	\$288	\$288	\$288
VC22500J	Tube or Tunnel	\$66	\$69	\$72
VC22500K	Bridge	\$66	\$69	\$72
VC22500L	Wheelchair Access	\$288	\$288	\$288
VC22500.1 (32.4.A)	Parking in Fire Lane	\$84	\$87	\$90
VC22502A	Over 18 inches From Curb	\$66	\$69	\$72
VC22502B	Wrong Way Parking	\$66	\$69	\$72
VC22502E	One-Way Road/Parking	\$66	\$69	\$72
VC22505B	Unauthorized Stopping	\$66	\$69	\$72
VC22507.8A	Parking in blue zone	\$875	\$866	\$866
VC22507.8B	Blocking Access to Blue	\$875	\$866	\$866
VC22507.8C	Parking in the crosshatch	\$875	\$866	\$866
VC22514	Fire hydrant	\$110	\$110	\$110
VC22515A	Unattended motor vehicles	\$98	\$102	\$106
VC22515B	Unsecured motor vehicles	\$98	\$102	\$106
VC22516	Locked vehicles	\$79	\$82	\$85
VC22521	Railroad tracks	\$104	\$108	\$110
VC22522	W/3 ft. wheelchair ramp	\$298	\$298	\$298
VC22523A	Abandoned vehicle/highway	\$229	\$229	\$229
VC22523B	Abandoned vehicle/public or private prop	\$229	\$229	\$229
VC22526A	Block/intersection	\$110	\$110	\$110
VC22526B	Block/intersection while turning	\$110	\$110	\$110
VC23333	Park/Vehicle Crossing	\$85	\$85	\$85

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

Vehicle for Hire Code Penalty Schedule

CONDITIONS APPLICABLE TO ALL PERMITS

TRANSPORTATION CODE SECTION	DESCRIPTION	Current Fine Amount	FY 2019 Proposed Effective July 1, 2018	FY 2020 Proposed Effective July 1, 2019
Div II § 1105(a)(13)	Current address	\$31	\$32	\$33
Div II § 1105(a)(9)	Continuous operation	\$61 per day	\$63 per day	\$66 per day
Div II § 1114(a)	Records	\$91	\$95	\$99
Div II § 1105(a)(16)	Response time goals	\$182	\$189	\$197
Div II § 1105(a)(7)	Compliance with lawful orders	\$241	\$251	\$261
Div II § 1105(a)(6)	Compliance with laws and regulations	\$542	\$564	\$587
Div II § 1105(a)(12)	Shift Change; Unattended Vehicle	\$542	\$564	\$587
Div II § 1105(a)(18)	Retaliation against permit holder	\$542	\$564	\$587
Div II § 1105(a)(8)	Cooperation w/ regulatory entities; False statements	\$603	\$627	\$652
Div II § 1105(a)(11)	Compliance with Paratransit Program	\$603	\$627	\$652
Div II § 1105(a)(10)	Accepting/ soliciting gifts from Drivers	\$722	\$751	\$781
Div II § 1105(a)(1)	Operating without a permit-first offense	\$5,000	\$2,500	\$2,500
Div II § 1105(a)(1)	Operating without a permit-subsequent offense	\$5,000	\$5,000	\$5,000
Div II § 1105(a)(17)	Operation without Driver Permit, CDL or insurance	\$1,000	\$1,000	\$1,000

CONDITIONS APPLICABLE TO COLOR SCHEME PERMITS

TRANSPORTATION CODE SECTION	DESCRIPTION	Current Fine Amount	FY 2019 Proposed Effective July 1, 2018	FY 2020 Proposed Effective July 1, 2019
Div II § 1106(s)	Dissolution plan	\$61 per day	\$63 per day	\$66 per day
Div II §	Emissions reduction plan	\$61 per day	\$63 per day	\$66 per day
Div II § 1106(n)	Required postings	\$91	\$95	\$99
Div II § 1106(o)	Required notifications	\$91	\$95	\$99
Div II § 1113(d)(3)	Required PIM	\$91	\$95	\$99
Div II § 1114(e)(3)	Receipts	\$91	\$95	\$99
Div II § 1114(e)(5)	Vehicle inventory changes	\$91	\$95	\$99
Div II § 1114(e)(7)	Weekly reporting requirements	\$91	\$95	\$99
Div II § 1106(e)	Transfer of business; New location	\$301 per day	\$313 per day	\$326 per day
Div II § 1106(k)(1)	Facility to clean vehicles	\$301	\$313	\$326
Div II § 1106(i)	Workers' Compensation	\$362 per day	\$376 per day	\$391 per day
Div II § 1106(p)	Obligations related to Drivers	\$481	\$500	\$520
Div II § 1106(r)	Found property	\$481	\$500	\$520
Div II § 1114(e)(1)	Waybills	\$481	\$500	\$520
Div II § 1114(e)(2)	Medallion Holder files	\$481	\$500	\$520
Div II § 1114(e)(6)	Current business information	\$481	\$500	\$520
Div II § 1124(b)(5)	Retaliation re credit card processing	\$481	\$500	\$520
Div II § 1124(c)	Overcharging gate fees	\$603	\$627	\$652
Div II § 1106(c)	Use of Dispatch Service	\$542 per day	\$564 per day	\$587 per day
Div II § 1106(d)	Business premises	\$542	\$564	\$587
Div II § 1106(h)	Staffing requirements	\$542	\$564	\$587
Div II § 1106(1)(1-5),(7)	Use of spare vehicles	\$542	\$564	\$587
Div II § 1106(f)	Telephone directory	\$603	\$627	\$652
Div II § 1106(j)	Paratransit Broker	\$603	\$627	\$652
Div II § 1114(e)(8)	Required information	\$603	\$627	\$652
Div II § 1114(e)(9)	Required information	\$603	\$627	\$652
Div II § 1106(k)(2)-(4)	Nonworking equipment	\$1,000	\$1,000	\$1,000
Div II § 1106(q)(4)	Driver operating under the influence	\$1,000	\$1,000	\$1,000
Div II § 1106(a)	Color Scheme Permit required	\$5,000	\$5,000	\$5,000
Div II § 1106(1)(8)	Leasing spare vehicles	\$5,000	\$5,000	\$5,000

CONDITIONS APPLICABLE TO DISPATCH PERMITS

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

CONDITIONS APPLICABLE TO DRIVER PERMITS

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

TRANSPORTATION CODE SECTION	DESCRIPTION	Current Fine Amount	FY 2019 Proposed Effective July 1, 2018	FY 2020 Proposed Effective July 1, 2019
Div II § 1108(e)(31)	Clean in dress and person	\$91	\$95	\$99
Div II § 1108(e)(32)	Taximeter violation	\$91	\$95	\$99
Div II § 1108(e)(33)	Drinking or eating	\$91	\$95	\$99
Div II § 1108(e)(33)	Smoking in vehicle	\$277	\$288	\$300
Div II § 1108(f)(1)-(3)	Duties at end of shift	\$91	\$95	\$99
Div II § 1114(b)(2)	Driver A-Card	\$91	\$95	\$99
Div II § 1108(e)(4)	Service animals or contained animals	\$182	\$189	\$197
Div II § 1108(d)(1)	Safety check	\$182	\$189	\$197
Div II § 1108(e)(1)	Refusal to convey	\$182	\$189	\$197
Div II § 1108(e)(7)	Servicing dispatch calls	\$182	\$189	\$197
Div II § 1108(e)(9)	Splitting fares	\$182	\$189	\$197
Div II § 1108(e)(16)	Requesting gratuities	\$182	\$189	\$197
Div II § 1108(e)(17)	Audio/visual communication device	\$182	\$189	\$197
Div II § 1108(e)(24)	Found property	\$182	\$189	\$197
Div II § 1124 (d)	Passenger payment choice	\$182	\$189	\$197
Div II § 1108(e)(3)	Transporting person with a disability in front seat	\$182	\$189	\$197
Div II § 1108(e)(6)	Assisting and securing person with a disability	\$182	\$189	\$197
Div II § 1108(e)(13)	Use of Dispatch Service; log in/out	\$182	\$189	\$197
Div II § 1108(e)(39)	Failure to activate meter	\$182	\$189	\$197
Div II § 1108(e)(14)	Reckless or dangerous driving	\$182	\$189	\$197
Div II § 1108(e)(15)	Ramp Taxi rules	\$182	\$189	\$197
Div II § 1108(e)(29)	Threats and abuse	\$182	\$189	\$197
Div II § 1108(e)(35)-	Paratransit Debit Card	\$182	\$189	\$197
Div II § 1124(c)(5)	Luggage charges	\$182	\$189	\$197
Div II § 1108(e)(25)	Unsafe taxi	\$241	\$251	\$261
Div II § 1108(e)(30)	Excessive force	\$241	\$251	\$261
Div II § 1108(c)(3)(A)	Criminal convictions	\$603	\$627	\$652
Div II § 1108 (b)	Controlled substances	\$603	\$627	\$652
Div II § 1108(e)(38)	Tampering with equipment	\$603	\$627	\$652

CONDITIONS APPLICABLE TO TAXI AND RAMP TAXI EQUIPMENT

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

CONDITIONS APPLICABLE TO TAXI AND RAMP TAXI MEDALLIONS

TRANSPORTATION CODE SECTION	DESCRIPTION	Current Fine Amount	FY 2019 Proposed Effective July 1, 2018	FY 2020 Proposed Effective July 1, 2019
Div II § 1109(b)	Use of Dispatch Service	\$91	\$95	\$99
Div II § 1110(a)(1)	Wheelchair priority	\$182	\$189	\$197
Div II § 1110(a)(2)	Ramp Taxi Driver training	\$182	\$189	\$197
Div II § 1110(a)(3)	Wheelchair pickups	\$482	\$500	\$525
Div II § 1110(b)	Ramp Taxi Medallion in spare taxi	\$182	\$189	\$197
Div II § 1110(c)	Time Limits Ramp Taxi Medallion in spare	\$182/per unauthorized day	\$189/per unauthorized day	\$197/per unauthorized day
Div II § 1110(d)	Ramp Taxi qualifications	\$182	\$189	\$197

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

CONDITIONS APPLICABLE TO NON-STANDARD VEHICLE PERMITS

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

**Off-Street Parking Rates and Fees
Garage Rates**

16th & Goff St Garage

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

Transient rates	Current Year	FY 2019 Rate	FY 2020 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 2019 rate	FY2020 Rate
Reserved	SFpark program	*	*
Regular	SFpark program	*	*
Carshare / Car Pool	SFpark program	*	*
Mon-Fri Daytime	SFpark program	*	*
Other	Current Year	FY2019 Rate	FY2010 Rate
Late Monthly Payment	\$36	\$37	\$38
New Account Activation Fee	\$36	\$37	\$38

Other (continued)	Current Year	FY2019 Rate	FY2020 Rate
Access Card Replacement	\$36	\$37	\$38
Reopening Garage	\$56	\$58	\$60
No-key Valet Parking	\$36	\$37	\$38
Special Event Rate	\$6-\$50	\$6-\$55	\$7-\$55

Civic Center Garage

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

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

Ellis-O'Farrell Garage

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

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

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

Fifth & Mission Garage

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

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

Golden Gateway Garage

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

Transient rates	Current Year	FY2019 Rate	FY 2020 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	FY2019 Rate	FY 2020 Rate
Reserved	SFpark program	*	*
Regular	SFpark program	*	*
Carshare / Car Pool	SFpark program	*	*
Mon-Fri Evening	SFpark program	*	*
Motorcycle	SFpark program	*	*
Other	Current Year	FY2019 Rate	FY 2020 Rate
Late Monthly Payment	\$36	\$37	\$38
New Account Activation Fee	\$36	\$37	\$38
Access Card Replacement	\$36	\$37	\$38
Reopening Garage	\$56	\$58	\$60

Other (continued)	Current Year	FY2019 Rate	FY 2020 Rate
No-key Valet Parking	\$36	\$37	\$38
Special Event Rate	\$6-\$50	\$6-\$55	\$7-\$55

Japan Center Garage

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

Transient rates	Current Year	FY2019 Rate	FY 2020 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	*	*

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

Lombard Street Garage

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

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

Mission-Bartlett Garage

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

Transient rates	Current Year	FY2019 Rate	FY 2020 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	FY2019 Rate	FY 2020 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	FY2019 Rate	FY 2020 Rate
Late Monthly Payment	\$36	\$37	\$38
New Account Activation Fee	\$36	\$37	\$38
Access Card Replacement	\$36	\$37	\$38
Reopening Garage	\$56	\$58	\$60
No-key Valet Parking	\$36	\$37	\$38
Special Event Rate	\$6-\$50	\$6-\$55	\$7-\$55

Moscone Center Garage

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

Transient rates	Current Year	FY2019 Rate	FY 2020 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	FY2019 Rate	FY 2020 Rate
Reserved	SFpark program	*	*
Regular	SFpark program	*	*
Carshare / Car Pool	SFpark program	*	*
Other	Current Year	FY2019 Rate	FY 2020 Rate
Late Monthly Payment	\$36	\$37	\$38
New Account Activation Fee	\$36	\$37	\$38

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

North Beach Garage

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

Transient rates	Current Year	FY2019 Rate	FY 2020 Rate
0-1 Hour	SFpark program	*	*
1-2 Hours	SFpark program	*	*
2-3 Hours	SFpark program	*	*
3-4 Hours	SFpark program	*	*
4-5 Hours	SFpark program	*	*
5-6 Hours	SFpark program	*	*
6-7 Hours	SFpark program	*	*
7-8 Hours	SFpark program	*	*
8-9 Hours	SFpark program	*	*
9-10 Hours	SFpark program	*	*
Daily Maximum/Lost Ticket	SFpark program	*	*
Early Bird	SFpark program	*	*
Motorcycle (daily)	SFpark program	*	*
Monthly	Current Year	FY2019 Rate	FY 2020 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	FY2019 Rate	FY 2020 Rate
Late Monthly Payment	\$36	\$37	\$38
New Account Activation Fee	\$36	\$37	\$38
Access Card Replacement	\$36	\$37	\$38
Reopening Garage	\$56	\$58	\$60
No-key Valet Parking	\$36	\$37	\$38
Special Event Rate	\$6-\$50	\$6-\$55	\$7-\$55

Performing Arts Garage

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

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

Polk-Bush Garage

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

Transient rates	Current Year	FY2019 Rate	FY 2020 Rate
0-1 Hour	SFpark program	*	*
1-2 Hours	SFpark program	*	*
2-3 Hours	SFpark program	*	*
3-4 Hours	SFpark program	*	*
4-5 Hours	SFpark program	*	*
5-6 Hours	SFpark program	*	*
6-7 Hours	SFpark program	*	*
7-8 Hours	SFpark program	*	*

Transient Rates (continued)	Current Year	FY2019 Rate	FY2020 Rate
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	FY2019 Rate	FY 2020 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	FY2019 Rate	FY 2020 Rate
Late Monthly Payment	\$36	\$37	\$38
New Account Activation Fee	\$36	\$37	\$38
Access Card Replacement	\$36	\$37	\$38
Reopening Garage	\$56	\$58	\$60
No-key Valet Parking	\$36	\$37	\$38
Special Event Rate	\$6-\$50	\$6-\$55	\$7-\$55

Portsmouth Square Garage

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

Transient rates	Current Year	FY2019 Rate	FY 2020 Rate
0-1 Hour	SFpark program	*	*
1-2 Hours	SFpark program	*	*
2-3 Hours	SFpark program	*	*
3-4 Hours	SFpark program	*	*
4-5 Hours	SFpark program	*	*
5-6 Hours	SFpark program	*	*
6-7 Hours	SFpark program	*	*
7-8 Hours	SFpark program	*	*
8-9 Hours	SFpark program	*	*
9-10 Hours	SFpark program	*	*
Evenings (enter after 5pm and exit by 4am)	SFpark program	*	*
Daily Maximum/Lost	SFpark program	*	*

Monthly	Current Year	FY2019 Rate	FY 2020 Rate
Reserved	SFpark program	*	*
Regular	SFpark program	*	*
Carshare / Car Pool	SFpark program	*	*
Restricted (Mon-Fri, 7AM-	SFpark program	*	*
Restricted (Sat-Sun, 6PM-	SFpark program	*	*
Other	Current Year	FY2019 Rate	FY 2020 Rate
Late Monthly Payment	\$36	\$37	\$38
New Account Activation	\$36	\$37	\$38
Access Card Replacement	\$36	\$37	\$38
Reopening Garage	\$56	\$58	\$60
No-key Valet Parking	\$36	\$37	\$38
Special Event Rate	\$6-\$50	\$6-\$55	\$7-\$55

St. Mary's Garage

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

Transient rates	Current Year	FY2019 Rate	FY 2020 Rate
Midnight-9am hourly	SFpark program	*	*
9am-Noon hourly	SFpark program	*	*
Noon-3pm hourly	SFpark program	*	*
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	FY2019 Rate	FY 2020 Rate
Reserved	SFpark program	*	*
Regular	SFpark program	*	*
Carshare / Car Pool	SFpark program	*	*
Motorcycle	SFpark program	*	*
Other	Current Year	FY2019 Rate	FY 2020 Rate
Late Monthly Payment	\$36	\$37	\$38
New Account Activation Fee	\$36	\$37	\$38
Access Card Replacement	\$36	\$37	\$38
Reopening Garage	\$56	\$58	\$60
No-key Valet Parking	\$36	\$37	\$38
Special Event Rate	\$6-\$50	\$6-\$55	\$7-\$55

SF General Hospital Garage

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

Transient rates	Current Year	FY2019 Rate	FY 2020 Rate
0-1 Hour	SFpark program	*	*
1-2 Hours	SFpark program	*	*
2-3 Hours	SFpark program	*	*
3-4 Hours	SFpark program	*	*
4-5 Hours	SFpark program	*	*
5-6 Hours	SFpark program	*	*
6-7 Hours	SFpark program	*	*
7-8 Hours	SFpark program	*	*
Daily Maximum/Lost Ticket	SFpark program	*	*
Motorcycle (daily)	SFpark program	*	*
Monthly	Current Year	FY2019 Rate	FY 2020 Rate
Regular	SFpark program	*	*
Restricted evenings	SFpark program	*	*
Carshare / Car Pool	SFpark program	*	*
Motorcycle	SFpark program	*	*
Other	Current Year	FY2019 Rate	FY 2020 Rate
Late Monthly Payment	\$36	\$37	\$38
New Account Activation Fee	\$36	\$37	\$38
Access Card Replacement	\$36	\$37	\$38
Reopening Garage	\$56	\$58	\$60
No-key Valet Parking	\$36	\$37	\$38
Special Event Rate	\$6-\$50	\$6-\$55	\$7-\$55

Sutter Stockton Garage

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

Transient rates	Current Year	FY2019 Rate	FY 2020 Rate
Midnight-9am hourly	SFpark program	*	*
9am-Noon hourly	SFpark program	*	*
Noon-3pm hourly	SFpark program	*	*
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	FY2019 Rate	FY 2020 Rate
Reserved	SFpark program	*	*
Regular	SFpark program	*	*
Carshare / Car Pool	SFpark program	*	*
Motorcycle	SFpark program	*	*
Other	Current Year	FY2019 Rate	FY 2020 Rate
Late Monthly Payment	\$36	\$37	\$38
New Account Activation Fee	\$36	\$37	\$38
Access Card Replacement	\$36	\$37	\$38
Reopening Garage	\$56	\$58	\$60
No-key Valet Parking	\$36	\$37	\$38
High Occupancy Valet Rate (must valet a minimum of 350 vehicles per month into the	50% of Daily Maximum	50% of Daily Maximum	50% of Daily Maximum
Special Event Rate	\$6-\$50	\$6-\$55	\$7-\$55

Union Square Garage

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

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

Other (continued)	Current Year	FY2019 Rate	FY 2020 Rate
High Occupancy Valet Rate (must valet a minimum of 350 vehicles per month into the garage)	50% of Daily Maximum	50% of Daily Maximum	50% of Daily Maximum
Special Event Rate	\$6-\$50	\$6-\$55	\$7-\$55

Vallejo Street Garage

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

Transient rates	Current Year	FY2019 Rate	FY 2020 Rate
0-1 Hour	SFpark program	*	*
1-2 Hours	SFpark program	*	*
2-3 Hours	SFpark program	*	*
3-4 Hours	SFpark program	*	*
4-5 Hours	SFpark program	*	*
5-6 Hours	SFpark program	*	*
6-7 Hours	SFpark program	*	*
7-8 Hours	SFpark program	*	*
8-9 Hours	SFpark program	*	*
9-10 Hours	SFpark program	*	*
Daily Maximum/Lost Ticket	SFpark program	*	*
Early Bird	SFpark program	*	*
Motorcycle (daily)	SFpark program	*	*
Monthly	Current Year	FY2019 Rate	FY 2020 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	FY2019 Rate	FY 2020 Rate
Late Monthly Payment	\$36	\$37	\$38
New Account Activation Fee	\$36	\$37	\$38
Access Card Replacement	\$36	\$37	\$38
Reopening Garage	\$56	\$58	\$60
No-key Valet Parking	\$36	\$37	\$38
Special Event Rate	\$6-\$50	\$6-\$55	\$7-\$55

7th & Harrison Lot

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

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

Monthly	Current Year	FY 2019 rate	FY 2020 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 2019 rate	FY 2020 rate
Late Monthly Payment	\$36	\$37	\$38
New Account Activation Fee	\$36	\$37	\$38
Access Card Replacement	\$36	\$37	\$38
Reopening Garage	\$56	\$58	\$60
No-key Valet Parking	\$36	\$37	\$38
Special Event Rate	\$6-\$50	\$6-\$55	\$7-\$55

Enclosure 4

FY 2019 and FY 2020 Capital Funding – Development Impact Fees and Population-Based General Fund Allocation

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

Possible Projects to be funded by Development Impact Fees include:

Eastern Neighborhoods (EN)

22 Fillmore: 16th Street Improvement Project

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

Potrero Streetscape

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

Market Octavia (MO)

Valencia Protected Bike Lanes

Project will plan, design, and construct upgraded protected bikeways on Valencia Street from Market Street to 15th Street, following the recommendations of SF Planning’s Market Street Hub Plan. The

project will design protected bikeways in conjunction with community outreach, including extensive analysis of curb management and turn restrictions to ensure that Valencia Street works for all users.

Upper Market Street Safety Project

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

HUB Transit Improvements

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

Page Street Neighborway

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

Octavia Boulevard Enhancement

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

Visitacion Valley (VV)/Visitacion Valley Greenway

Plan and construct new pedestrian amenities to provide safe pedestrian access to the Visitacion Valley Greenway. New accessible, raised mid-block crosswalks connecting greenway sections would be provided at Raymond and Arleta Avenues, and Teddy Avenue pending sufficient width. In addition, the 4-way intersection at Tucker Avenue and Rutland Street would be upgraded with a continental crosswalk. This project was identified by the community as a priority for improving walkability and connectivity in the neighborhood. The project was identified through the Planning Department's Visitacion Valley IPIC development impact fee prioritization process.

Possible projects to be funded with Population-based General Fund allocation include:

Transit Reliability

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

Street Safety

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



SFMTA
Municipal
Transportation
Agency

**Title VI Analysis
FY 2019 & FY 2020
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)

This analysis 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. The SFMTA is submitting the analysis to the SFMTA Board of Directors for its final consideration and approval on April 3, and will provide a copy of the SFMTA Board resolution to the FTA. SFMTA has conducted a multilingual outreach campaign in order to gather public comment on the proposed fare changes.

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

This Title VI analysis includes:

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

II. SFMTA's Title VI-Related Policies

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

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

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

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

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

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

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

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

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

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

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

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

IV. Data Analysis and Methodology

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

The survey asked demographics questions for race/ethnicity, household income, household size, gender, age, vehicle ownership, and other information including fare type used on the trip and origin/destination information. Consultants collected over 22,000 survey responses, providing a statistically significant snapshot of ridership patterns. This provides the basis for determining the potential impacts of fare changes on our customers. A copy of the survey is available upon request.

As noted above, in August 2013, the SFMTA Board approved a methodology for analyzing Title VI impacts. In the case of fare changes, both increases and decreases of any amount, this methodology relies on comparing the percentage of protected customers using a particular fare product or instrument to their representation system-wide.

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

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

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

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

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

For the purposes of this analysis, it's important to note that the 2013 On-Board Survey does not include any customer data for participants of the SFMTA's Free Muni Programs, which were introduced beginning in March 2013, after data collection had been completed. The first program was a free fare program for low to moderate income San Francisco youth aged 5-17. In 2014, the program was expanded to include 18 year olds as well as students, aged 19-22, who were enrolled in San Francisco Unified School District's English Learner and Special Education Services Programs. On March 1, 2015, SFMTA expanded the Free Muni Program to include People with Disabilities and Seniors, aged 65+. To date, there are 115,000 San Francisco residents enrolled in the Free Muni

Program, 71,000 of which ride the system at least twice per month and are considered active users. While specific customer data will not be available for Free Muni Program participants until data from the 2017 On-Board survey is finalized in late spring 2018, it is assumed that prior to the availability of the Free Muni Program, a number of these customers were purchasing discount monthly passes and single ride fares. Additionally, the introduction of the Free Muni Program most likely introduced Muni services to residents who were not utilizing the service before.

V. Description of Proposed Fare Changes and Summary of Impacts

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

Automatic Fare Indexing Policy

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

An example of the automatic fare indexing policy is the proposal to raise the monthly "M" Muni-Only pass from \$75 currently to \$78 in FY 19 and \$81 in FY 20. All indexing proposals are included in Tables 2 and 4 below.

Additional Proposals Outside of Indexing Policy

Additional proposals for FY 19 and 20 include:

- ***All Fare Categories – Cash Fare Increase for Cash Paying Riders***

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

- ***Adult Fares – Monthly “A” pass premium cap***

The monthly Adult “A” pass is valid both on Muni and on BART within San Francisco city limits. The differential between the standard monthly Muni pass and the “A” pass has been increased over the past five years to recover more of the cost paid to BART for providing this access, however, we have found sales of this fare product have decreased 23%. This proposal would cap the premium rate on this pass to 20% above the “M” Muni-only pass, maintaining the current price of the “A” pass of \$94 in FY19, followed by a \$4 increase in FY 20, for a total increase of \$4 during the budget period. The purpose of this change is to maintain affordability of inter-operator service available only on this pass and reduce customer transition to heavily used parallel Muni service along the Mission Street corridor.

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

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

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

- ***All Day Pass (MuniMobile Only)*** – The SFMTA is proposing to introduce an all-day pass (not valid on Cable Car), that would be priced at the equivalent of two times the adult full fare. Initially this product would be available only on MuniMobile, enabling the SFMTA to evaluate the demand and pricing model.

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

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

- When taken collectively, the proposed fare increases and decreases would impact approximately 77 percent SFMTA customers, regardless of their ethnicity or income status.
- While there are no disparate impacts or disproportionate burden effects on the fare increase packages taken as a whole, individual fare proposals may impact minority or low-income populations differently. Section VII will examine this in more detail.
- In the event the SFMTA Board does not approve a particular proposal within the submitted analysis, the analysis will be updated as needed to determine whether or not the change will result in a disparate impact or disproportionate burden and brought back to the Board for approval of any revisions.

Table 1: Assessment of Disparate Impacts – Fare Decreases

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

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

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

Table 2: Assessment of Disparate Impacts – Fare Increases

Fare Type	FY 2018 Current Fares	FY 2019 Proposed Fares	FY 2020 Proposed Fares	FY 2018-2020 Change	FY 2019-2020 % Change	Estimated Ridership	Estimated Minority Ridership	% Minority
Adult Base Fare – On Board Cash/LU Premium	\$2.75	\$2.75	\$3.00	\$0.25	9%	147,144	85,553	58%
Youth Base Fare – On Board Cash/LU Premium	\$1.35	\$1.35	\$1.50	\$0.15	11%	16,714	14,759	88%
Senior Base Fare – On Board Cash/LU Premium	\$1.35	\$1.35	\$1.50	\$0.15	11%	12,472	5,475	44%
Disabled Base Fare – On Board Cash/LU Premium	\$1.35	\$1.35	\$1.50	\$0.15	11%	5,109	2,554	50%
Adult “A” Fast Pass with rides on BART in SF	\$94.00	\$94.00	\$98.00	\$4.00	4%	253,453	145,991	58%
Adult “M” Fast Pass MuniMobile Only	\$75.00	\$78.00	\$81.00	\$6.00	8%			
Youth Monthly Pass – 50% of Adult Fare	\$38.00	\$39.00	\$41.00	\$3.00	8%	19,190	17,033	89%
Senior Monthly Pass – 50% of Adult Fare	\$38.00	\$39.00	\$41.00	\$3.00	8%	18,731	8,431	45%

Fare Type	FY 2018 Current Fares	FY 2019 Proposed Fares	FY 2020 Proposed Fares	FY 2018-2020 Change	FY 2019-2020 % Change	Estimated Ridership	Estimated Minority Ridership	% Minority
Disabled Monthly Pass – 50% of Adult Fare	\$38.00	\$39.00	\$41.00	\$3.00	8%	11,309	7,229	64%
Lifeline Monthly Pass	\$38.00	\$40.00	\$41.00	\$3.00	8%	6,329	5,818	92%
Passports (Vendor/Kiosk Sales)	1-Day: \$22.00 3-Day: \$33.00 7-Day: \$43.00	1-Day: \$23.00 3-Day: \$34.00 7-Day: \$45.00	1-Day: \$24.00 3-Day: \$36.00 7-Day: \$47.00	1-Day: \$2.00 3-Day: \$3.00 7-Day: \$4.00	1-Day: 9% 3-Day: 9% 7-Day: 9%	22,105	9,608	43%
Class Pass	\$31.00	\$32.00	\$34.00	\$3.00	10%	6,184	4,949	80%

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

Table 3: Assessment of Disparate Impacts – No Fare Change

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

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

Table 4: Assessment of Disproportionate Burden – Fare Decreases

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

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

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

Table 5: Assessment of Disproportionate Burden – Fare Increases

Fare Type	FY 2018 Current Fares	FY 2019 Proposed Fares	FY 2020 Proposed Fares	FY 2019-2020 Change	FY 2018-2020 % Change	Estimated Ridership	Estimated Low Income Ridership	% Low Income
Adult Base Fare – On Board Cash/LU Premium	\$2.75	\$2.75	\$3.00	\$0.25	9%	178,779	108,267	61%

Fare Type	FY 2018 Current Fares	FY 2019 Proposed Fares	FY 2020 Proposed Fares	FY 2019-2020 Change	FY 2018-2020 % Change	Estimated Ridership	Estimated Low Income Ridership	% Low Income
Youth Base Fare – On Board Cash/LU Premium	\$1.35	\$1.35	\$1.50	\$0.15	11%	20,727	16,302	79%
Senior Base Fare – On Board Cash/LU Premium	\$1.35	\$1.35	\$1.50	\$0.15	11%	13,200	7,389	56%
Disabled Base Fare – On Board Cash/LU Premium	\$1.35	\$1.35	\$1.50	\$0.15	11%	8,978	7,722	86%
Adult “A” Fast Pass with rides on BART in SF	\$94.00	\$94.00	\$98.00	\$4.00	4%	225,507	98,019	43%
Adult “M” Fast Pass MuniMobile Only	\$75.00	\$78.00	\$81.00	\$6.00	8%			
Youth Monthly Pass – 50% of Adult Fare	\$38.00	\$39.00	\$41.00	\$3.00	8%	24,512	19,559	80%
Senior Monthly Pass – 50% of Adult Fare	\$38.00	\$39.00	\$41.00	\$3.00	8%	18,536	3,291	18%
Disabled Monthly Pass – 50% of Adult Fare	\$38.00	\$39.00	\$41.00	\$3.00	8%	18,542	3,600	19%

Fare Type	FY 2018 Current Fares	FY 2019 Proposed Fares	FY 2020 Proposed Fares	FY 2019-2020 Change	FY 2018-2020 % Change	Estimated Ridership	Estimated Low Income Ridership	% Low Income
Lifeline Monthly Pass	\$38.00	\$40.00	\$41.00	\$3.00	8%	6,535	6,022	92%
Passports (Kiosk/Vendor Sales)	1-Day: \$22.00 3-Day: \$33.00 7-Day: \$43.00	1-Day: \$23.00 3-Day: \$34.00 7-Day: \$45.00	1-Day: \$24.00 3-Day: \$36.00 7-Day: \$47.00	1-Day: \$2.00 3-Day: \$3.00 7-Day: \$4.00	1-Day: 9% 3-Day: 9% 7-Day: 9%	19,831	9,503	48%
Class Pass	\$31.00	\$32.00	\$34.00	\$3.00	10%	6,184	4,949	80%

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

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

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

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

All Fare Decreases

The proposed fare decreases will benefit 54% of minority ridership and 59% of low income ridership. Both are within eight percent or more of their respective system-wide averages so no disparate impact or disproportionate burden is found.

All Fare Increases

All fare increases will impact 60% of minority ridership and 53% of low income ridership. Both are within eight percent of their respective system-wide averages so no disparate impact or disproportionate burden is found.

VI. Low and Moderate Income Fare Programs

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

Table 7: Muni Discount Programs

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

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

VII. Discussion of Cash Fare Increase for Cash Paying Riders

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

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

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

SFMTA’s 2013 On-Board Customer Survey found that approximately 22% of SFMTA customers pay with cash on-board vehicles. Overall these cash payments have likely declined since 2013 due to the full implementation of the Free Muni for Low and Moderate Income Youths, Seniors and People with Disabilities, which requires eligible customers to use a Clipper® Card.

Focusing on adult ridership, survey data indicate that riders paying cash on-board vehicles are more likely to be members of a minority group and low-income compared to riders paying with Clipper® Card cash value.

- 58.1% of riders paying cash on-board vehicles are minorities while 49.4% of riders paying with Clipper® Card cash value are minorities – a difference of 8.7% (see Table 8).
- 60.6% of riders paying cash on-board vehicles are low-income while only 36.3% of riders paying with Clipper® Card cash value are low-income – a difference of 24.3% (see Table 8).
- The annual median income of riders paying cash on-board vehicles is estimated at \$35,000, approximately half of the median income of riders paying with Clipper® Card cash value.

Table 8: Base Fare Payment: Clipper® Card Cash Value vs. On-Board Cash

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

Table 8 illustrates the percentages of minority and low-income populations that pay the base fare using (a) a Clipper® Card with cash value versus (b) paying with cash (which would be subject to the \$0.50 fare increase for adults and \$0.25 fare increase for Seniors, Youth and People with Disabilities). Detailed demographic information about MuniMobile usage is not available; the program began after the 2013 On-Board Customer Survey took place. However, it is possible that MuniMobile users could have higher income levels than on-board cash users. Activating MuniMobile Ticketing requires a credit or debit card or a PayPal account tied to a credit, debit or bank account.

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

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

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

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

- 58% of adults paying cash on-board are minorities¹, compared to 49% of adults paying with Clipper® Card cash value
- 61% of adults paying cash on-board are low-income, compared to 36% of adults paying with Clipper® Card cash value

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

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

Table 9 indicates the approximate income distribution of adult cash and non-cash customers based on responses from the 2013 Systemwide On-Board Survey. (Because those surveyed indicated their income by range, exact income levels are not available and may have changed since 2013.) The estimated annual median income for customers paying with cash on-board is less than \$35,000 compared with approximately \$70,000 for customers paying with Clipper® Card cash value.

Table 9: Income Distribution of Adult Base Fare Payments: Clipper® Card with Cash Value vs. On-Board Cash¹

Income Range	Clipper® Card with Cash Value	On-Board Cash Payment
Under \$15,000	14%	26%

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

Income Range	Clipper® Card with Cash Value	On-Board Cash Payment
\$15,000-24,999	8%	15%
\$25,000-34,999	7%	10%
\$35,000-49,999	10%	11%
\$50,000-99,999	27%	20%
\$100,000-149,999	16%	8%
\$150,000-199,999	8%	5%
\$200,000 and over	10%	5%
Approximate Median Income	Approximately \$70,000 ²	Less than \$35,000

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

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

Alternatives

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

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

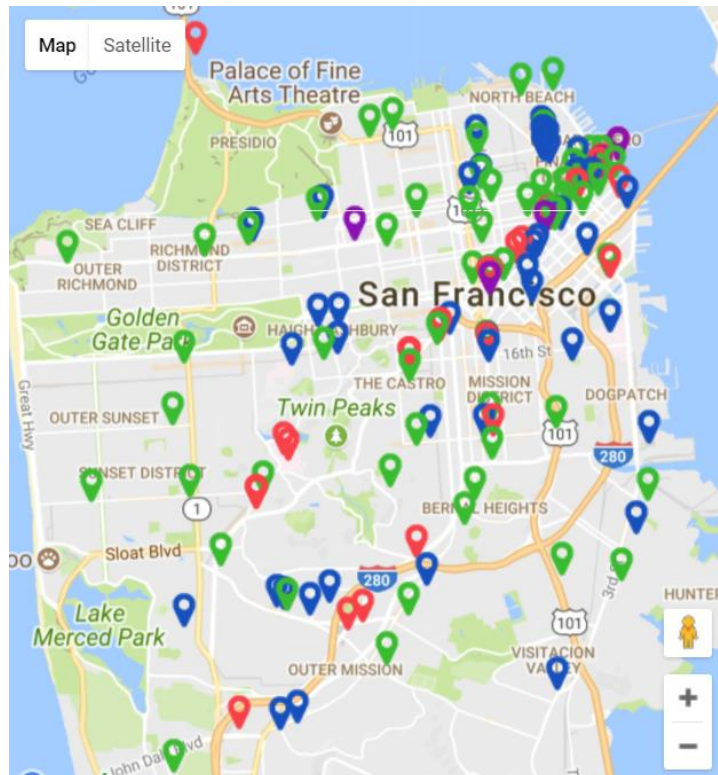
Nonetheless, there are impediments to reloading Clipper® Cards and/or using MuniMobile ticketing, which may impact lower-income customers in particular. Low-income individuals may not have bank accounts or sufficient credit to open a credit card account. As noted above, a

customer may be lower-income yet still surpass the Lifeline Pass income threshold. To prepay fares, customers must:

- Be near a Clipper® Card outlet during the hours when it is open, or
- Access ticket vending machines in all Muni Metro stations during operational hours, or
- Have sufficient funds to have a credit or debit card account to use Autoload or recharge online or over the phone, or
- Wait up to five days for value added online or over the phone to be available, or
- Have a smart phone, and a credit or debit card account or a PayPal account associated with a credit, debit or bank account to pay for MuniMobile.

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

Map of Clipper® Card Retail Outlet Locations



Key:

Red = Ticket Vending Machine

Green = Walgreens

Blue = other retail outlets

Purple = SFMTA Customer Service Office and sales kiosks

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

VIII. Public Comment and Outreach

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

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

IX. Conclusion

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color or national origin in programs and activities receiving Federal financial assistance. In compliance

with this law, the SFMTA has conducted a Title VI analysis on its proposed fare changes for the next two fiscal years. This analysis found there are no disparate impacts or disproportionate burdens for proposed fare decreases or fare increases.

One specific proposal would increase the cash fare for cash paying adult riders by 50 cents and 25 cents for Seniors, Youth and People with disabilities, but not for customers using a Clipper® Card with cash value or MuniMobile Ticketing. SFMTA survey data suggests that this proposal would more greatly impact minority and low-income customers. Cash paying riders are more likely to be minority by nine percent and low-income by 24 percent, and earn approximately half the annual median income (\$35,000 vs. \$70,000) compared to customers who use a Clipper® Card with cash value. In addition, the analysis found that geographical and temporal access to the Clipper® card vendor network varies by neighborhood.

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

Public Outreach and Engagement Plan for Budget 2019-2020:

Summary

The SFMTA is in the process of finalizing its 2019-2020 budget in preparation for submission to the SFMTA Board and the Board of Supervisors. The budget is comprised of the Capital Improvement Program and Operating funds as guided by the agency's Strategic Plan. Part of the vetting process is to conduct community outreach and inform stakeholders and the public on how the budget was formed and how the funds are to be spent.

Purpose of this project:

1. To inform key stakeholders about the budget proposal and how the budget package addresses the strategic plan and goals of the agency.
2. To inform the general public about how the budget is formed and how the agency plans to appropriate spending.
3. To complete the process before the budget is submitted for approvals.
4. To consult with public on items like: possible elimination of the one-day passport, transition to a cashless cable car system.

Objectives

1. To provide tailored messages, conduct timely and consistent outreach and to leverage stakeholder affiliations and participation to ensure adequate promotion and understanding of the budget.
2. To provide information sessions for our internal customers, i.e., SFMTA staff, ensuring ample opportunity for participation among those who are not only staff, but also customers and in many cases San Francisco residents.
5. To supplement overarching outreach efforts by presenting information at community meetings on request
6. To create compelling customer communications that inform customers via traditional and alternative media
7. To comply with Title VI

Public Outreach & Engagement Techniques

To enable the agency to reach a variety of stakeholders, different techniques were deployed to create awareness of public events as well as different engagement activities:

1. Traditional media channels: multi language newspaper ads , information cards on buses and trains
2. Digital media channels: SFMTA website, Facebook, Twitter, blogs and email messages to district stakeholders (450 subscribers)
3. Internal communications to SFMTA staff
4. Committee and council presentations
5. Stakeholder meetings

6. Dedicated email repository to capture questions and comments
7. In Person Town hall held on Friday March 2 co-hosted with Senior Disability Action. With over 50 attendees, agency staff engaged with and addressed questions and concerns pertaining to the budget
8. Online Town hall held on Wednesday March 7 was live streamed via the SFMTA website, You Tube, Facebook and Twitter. Public submitted questions during the program.
 - a. Facebook - 406 watched, 1400 engagements
 - b. YouTube Stream - 22 views, 8 concurrent peak
 - c. YouTube Views as of 3/12 - 245 view
 - d. Granicus player - 15
 - e. SFGov TV Channel - unknown

Summary of Comments

In-Person Meeting March 2, 2018

1. How stable is the funding allocated for free Muni? And regarding fare boxes, who is paying for the new fare boxes that are breaking down a lot?
2. What are you doing about people who don't pay and ride for free? (Fare enforcement/citations)
3. San Bruno resident rep – bus stop at San Bruno & Harkness moved and inconveniencing customers. Has been seven months and no action. Want bus predictions signage installed. #8 bus is very crowded in the weekends and would like service increased in the weekends. The same for #9R.
4. What do we have to do to charge shuttle buses more to increase revenue and not criminalize people that don't pay fare?
5. How does budget compensate those who are walking far to bus stops (1/4 mile distance for some)? When will cyclists start paying for a license and when are they going to be cited for riding on the sidewalk?
6. Any way to extend the time in the transfers to 2-2.5 hours? It isn't enough time to get from one place to another.
7. Protest – against putting another bike share station on Steiner & Post (Western Addition) since already one on Steiner & Geary. Don't want them; they would rather have parking spaces.
8. Paratransit is getting too expensive – any way that Paratransit can be free? What is the age qualification to be eligible for Paratransit?
9. Protest – don't want the Go-Bike on Steiner & Post. No outreach done with residents. Muni's goals don't include equity. How will the Go-Bike data be used? The Google bus data analysis was used to increase property of these neighborhoods and increased displacement of low-income residents.

10. SDA Safety Squad – K, 38R, and 8:
 - New K train – fewer seats for seniors; new handle bars are too high; can they be adjusted for shorter people, seniors, the disabled; double the number of K cars and the #8 bus.
 - 38R - keep the stop at Franklin and Lyell; consider seniors and the disabled who can't walk hills/long distances.
11. Paratransit is supposed to be complimentary; if seniors and the disabled get free Muni, how can you charge for paratransit? It could be a litigation issue.
12. SDA member – Projects – Van Ness, Geary – how much revenue are you going to make to justify them?
13. Why not free Muni for all? Why penalize San Franciscans by increasing their fares when there is no enforcement for those who don't pay?
14. Why not provide chairs at every bus stop? Important for seniors and the disabled. Head sign not accurate at Mission & Lowell St.; signage problems not indicating the correct stop signs, causing confusion and also causing seniors to walk long distances if they miss the stop. Both short and long signs, specific to the 14 Mission.
15. Diesel vs. Electrified fleet – why do we not have more transfer from diesel/hybrid to more electric/electrified buses to save fuel? It will be a lot of savings in the future.
16. Mission & 16th – Casino buses parked in this area in the weekends after 4pm. A problem in various neighborhoods.
17. Comment - look into low-cost alternatives to improve the whole system. One reason for low transit ridership is advent of ride sharing. Muni should develop a more prestige form of transportation – not something you need to do but something you want to do. It should be more service oriented, have courteous staff, and be clean. Budget should focus on developing a culture change in the city.
18. Give Muni credit on bus bulbs and their service. Why don't we have more (bus bulbs)?
19. Top Concerns of Transit Justice:
 - Keep free Muni going
 - Paratransit costs
 - Cleanliness of buses
 - Crowding on buses
 - Equity – fulfilling goals with budget constraints
 - Clipper card for seniors
20. More fare inspectors
21. Increase signal timing for crosswalks; more funding for Vision Zero
22. (Translated from Chinese) – A bus stop (ID# 12899) was moved from Wilde Street to Harkness Street on San Bruno Avenue last July. The NextMuni display has never been installed, although there is a frame. This make it hard for the customers waiting for the next bus. We called 311 numerous times (case # 8010851, 8596883, 8277784, 8358629), but seven months passed by without any actions. We demand the display be installed at this location as soon as possible. Another issue I wanted to bring up is that the 8 Bayshore Bus Line is overcrowded, especially on Saturdays and Sundays. We wanted to see more buses added to this line as well as on the 9R San Bruno Line.
23. Thank you for Free Muni for the Disabled
24. Please eliminate the positions of Muni Fare Inspectors.

25. Paratransit follows ADA rules and regulations as a general use to apply. No place in the U.S. has all free paratransit for all eligible users. Some rural areas and City non-profits have free van service. Most of U.S. charges double regular fare. This should be known. More media info would be nice.
26. People don't pay their bus fare, especially on weekends. There should be a place to purchase bus tickets in more places so they don't have to pay on the bus. This happens at Fisherman's Wharf and at Mission. The drivers can't handle so many people purchasing tickets on the bus. The City is losing so much money because people are not paying their fares.
27. A. Why did Muni spend so much money on bus shelters?
 B. Are there any plans to extend the T line to connect to the K and M lines?
 C. Will they also be extended to Central Subway to Fisherman's Wharf so that it does not dead end in Chinatown?
 D. Will Muni put a streetcar line as needed through the Fort Mason Tunnel so as to provide service to the Marina District?
 E. Where does the money come from to provide free passes to seniors?
 F. If Muni gets free electricity from Hetch Hetchy, why not electrify more lines and save diesel fuel?
 G. Why not more curb extensions so as to speed up loading and unloading passengers?
 H. Wrap-around ads on buses may raise revenue, but they make it impossible to identify stops at night or in the rain.
 I. Why not establish a rapid police response to call-ins from passengers riding buses for graffiti marking and theft or else?
 Good move by Muni to put a 5R bus on the 5 Fulton Line.
28. Why did they close bus stops at Van Ness and California and Van Ness and Pine? In this area, there are four senior buildings and two assisted living facilities.
29. I feel astonished and surprised that San Francisco is a city that is growing very significantly. San Francisco is now becoming an aging and disability friendly city for fulfilling the transportation needs of its local residents and visitors. I feel that it is very important for decisive actions be taken and would be required to achieve a balanced budget to fulfill and enhance the transportation needs of San Francisco residents. There might be advantages and disadvantages for riding the new LRV train fleet and the 250 + new buses over the next two years.
30. How stable/reliable is funding for free Muni? Fare evasion especially by back-door boarding is rampant. What is being done to thwart? Also station agents not carefully monitoring underground stations for fare evaders.
31. There needs to be safety improvements on Fulton Street. The cars go too fast. Between 12/24/17 and 1/29/18, there were 7 collisions and 6 injury collection. SFMTA and Rec & Park need to work together to come up with a plan so Richmond District residents can walk to the park. How do I get this project on the CIP list?
32. Regarding SOMA expansion/growth, will development and growth fees pay for Muni expansion requirements? Transportation sustainability fee currently fails to fund the growth. Bicycle Coalition Safety Training funding should be curtailed because the cyclists fail to display safe operation. Zero base budgeting needs in next budget cycle. Desire headcount organization chart and line item expenditure document.

Email Repository

1. Can you extend the bus zone at Geary and Arguello going inbound? It frequently blocks the box.
2. Last year SFMTA released a very interesting survey about NextMuni and users' feedback to be considered for its upcoming replacement. Is NextMuni replacement confirmed and budgeted? When will users experience the new NextMuni?
3. Crack down on fare beating. I have seen someone check my fare twice in the last 2 years. Raise the price for non-clipper fairs.
4. Why do we have all 5 trains going onto one stretch of track, rather than something like what [@NewMuniMetro](#) proposed?
5. Given that the Central Subway is already costing over triple what was budgeted while causing major disruptions in central downtown, what is our current eta and would we continue 'throwing good money after bad' if the central subway required another funding increase?
6. Are there any plans for a Geary line? How about a 19th Avenue line or a Van Ness line?
7. Are there any plans for moving parts of the MUNI metro underground, such as the N (extending the Sunset tunnel to downtown) or the J (16th + Mission to downtown)?
8. Improved street level (pedestrian) lighting in Hayes Valley, similar to the lighting along the Octavia Blvd slip roads and at Patricia's Green. We currently have "freeway lighting" above the tree line on Hayes, Laguna, Grove, and Buchanan but the current pedestrian needs of the neighborhood require better, safer, sidewalk level lighting programs. Our residential alleyways are a secondary priority for similar.
9. It is appropriate to increase parking-related fees and it is also very appropriate to incentivize Clipper card usage with increased discounts for doing so. In addition, it is high time that Muni provide a day pass and I hope very much that this also will be available for Clipper card users, in addition to Muni Mobile users - in part for reasons of equity. (Charging day pass users 2.5 times the Clipper card single fare rate seems appropriate and reasonable.)
10. Why do we continue to pour money into things like "streetscape improvements" and other low usage mode shares (bicycles) when we have breakdowns of our city's most major transit systems?
11. Is there a study done on SF streets that has shown any measurable effects of building bulbouts?
12. Are we planning to extend the Central Subway north to Fisherman's Wharf? Also, would it be part of the plan to get the E Embarcadero out to Fort Mason?
13. There is always a long wait for the K trains during peak hours. I would like to see two-car trains on all other lines separate into single cars to add more service to the K. Use money to resolve this issue.
14. I hope budget allocations would help to alleviate homeless issues in Muni subway.
15. The 5th and Mission Garage is one of the Yerba Buena neighborhood's most important assets, but it is a mess. In addition to smelling bad, the machines constantly malfunction. You have to walk half way down the block to get customer service if the machine fails, which it always does. Your system is inflexible, if someone loses their parking ticket

they have to pay a whole day. Stop punishing people. The magnetic stripe on the parking card easily gets demagnetized being next to my debit or credit card. And the payment machine is always jamming. Please get modern technology that works in the 5th and Mission garage, keep people from using it as a public toilet by increasing video cameras and security or put a damn toilet for the homeless people there, it's disgusting, especially in the stairwells. Also there is always for many years many vacant storefronts, what is going on with the 5th and Mission garage? Why are the stores so hard to fill?

16. Civic Center Station to Van Ness Station K-Ingleside Outbound (Train car #1515): Paramedics had to bring an incapacitated individual in a stretcher onto an outbound K-Ingleside train that's extremely crowded full of rush hour commuters because the elevators at Civic Center Station have been out of service for the past few weeks. They alighted at Van Ness Station, where there were functional elevators. This is a major and critical safety issue. Safety emergency personnel cannot properly evacuate a person out of a station. This is also a potential ADA violation since elevators being out for this long prevents people with disabilities from accessing this station. Funds should be allocated to keep elevators functional. We are not in a 3rd world country. Situations like this should not happen.
17. What are SFMTAs plans for the coming contract negotiations? I think everyone would agree that a 3% annual pay raise in a time of economic prosperity for all other sectors in this region is a pittance. 3% doesn't cover the increase in the cost of a gallon of milk, let alone gas or tolls for that matter. And the agency supports increasing bridge toll by 100%. The math just doesn't add up.

Stakeholder meetings

1. **Operating budget:** SFBC has not often engaged too heavily in the operating budget for a variety of reasons. With that in mind, there are three areas we advocate for adequate, it not increased, funding:
 - **Infrastructure maintenance:** As more new and high-quality street infrastructure gets built out, there is an increased need to maintain infrastructure (e.g. bike lane cleaning, managing greening) with operating dollars. Additionally, as more robust long-term bike parking facilities are built out, we recognize that attended bike facilities would require operating dollars as well and would strongly advocate to see an increase there.
 - **Affordability programs:** SFBC is part of a larger group of advocates ("Transportation Justice Coalition") that has been working together to identify progressive revenue sources for transportation. On the expenditure side, we are all in support of seeing new transportation revenues put towards operations specifically to fund affordability programs like Free Muni for Youth. We strongly advocate for "Muni service and affordability" as it was written in 2016's Prop J set-aside.
 - **Bike programming:** Although much of the dollars for bike programming are allocated through Prop K, we would strongly advocate for increased dollars for encouragement programs such as bicycle education, Bike to Work Day and Safe Routes to School.

2. **Capital budget:** We've worked closely with the Livable Streets team, specifically Jamie Parks as the bicycle program manager, to express our key street project priorities. Overall, we are pleased to see how the Streets Program has evolved over the years and recognize that a significant amount of capital funding is expected to be allocated to build out the bike network throughout this upcoming five-year CIP time frame. A few projects to highlight:
 - **Embarcadero:** We would like to see increased dollars allocated to complete and execute the Embarcadero Enhancement Project. We're concerned to see this project continue to lag and believe that making strong funding commitments through the CIP will help push the project towards implementation.
 - **Valencia:** With planning dollars already at work, we are pleased to see Valencia included in the CIP and hope that the funding will be sufficient in implementing a high-quality, robust protected bike lane (with exact design pending the public planning that's getting underway now).
 - **Bike parking:** With the long-term bike parking study wrapping up, we are hoping to see adequate capital dollars allocated to fully build out bike parking, which has been long in delay. Given the epidemic of bike theft in San Francisco, we believe that infrastructure will be a key solution to give people options for secure bike storage and will be a much more effective and institutionalized way of combating bike theft beyond enforcement operations.
3. Do you know why developer fees have remained flat?
4. How's ridership doing?
5. We know there is a structural deficit. But does this get better?
6. We would encourage the use of Prop B funds for operating budget. When Prop B was passed, it was for operating as well as capital. Previously developers made the argument that they were already paying fees to general fund and then the general fund could move them to MTA. But that didn't happen in part because there was no mechanism to do so. Now with Prop B, we have a mechanism for doing that.
7. MTA needs to assemble budgets that provide for growth of transit as city grows. I'm concerned about service realignments that are being proposed. We hear a lot about service – particularly Owl service – being decidedly worse with headways over 20 min. That's appalling. I'm worried by the idea that the only way we're addressing service needs is by reallocating service from elsewhere in the system.
8. You need more robust outreach for bike/pedestrian projects, particularly in sustainable streets. Because there is often not a lot of outreach, projects can get delayed. There is also an issue with vacancies and how long it takes MTA to fill them. These concerns may impact the operating budget.
9. Have you looked at anything that is directly family oriented? When a family of four pays \$28 for cable car, that's outrageous.
10. I think the day pass is great and long overdue. I want to urge interest in selling passes on accumulator basis. Since you're going to roll our day passes, that would seem like a good opportunity coincide that with an accumulator idea. E.g. Pay for 1st ride, 2nd ride and then after that, it's free.
11. What are you doing about parking fees and parking revenues? Two years ago we supported evening and Sunday metering, as most progressive groups did. When that

went down, the Board said they would keep open the idea of implementing evening meters (not Sunday).

12. It is great where service is being expanded. But already there are lots of places where service has been excessively realigned. This is a need, and I don't see owl night service increases reflected in budget needs.
13. We support using Prop B for operating as well as capital expenses. We'd like to see these funds being used for service expansion.

Online Budget Questions – Social Media

- [@Hamil2017RMS](#) - Can you extend the bus zone at Geary and Arguello going [#IB](#)? It frequently blocks the box in the morning.
- [@ilnamieh](#) - is there enough money in the budget to hire more people to look at the videos from the buses to catch people double parking & stopping in red bus lanes & bus stops? Doesn't seem like there's enough enforcement that is reducing the number of people doing that.
- [@klbck](#) - As the Transbay Center opens and development along Folsom Street, Rincon Hill and The East Cut become the most dense area of SF, what type of investment are you allocating here to improve mass transit and bike lanes?
- [@klbck](#) - What are you actively doing to plan for the future related to curb management as it relates to loading, TNCs, commuter buses, bikes, and automobiles?
- [@RumeshaAW](#) - How difficult would be in 2018, in San Francisco, to have accurate GPS predictions for bus arrivals on the [@nextmuni](#) App?
- [@PookiBearington](#) - I live in the Sunset by the GRT Highway and cannot drive but work down in Palo Alto. My biggest problem is that I do not have easy access to BART or CALTRAIN and have to transfer 2 times to get to Daly City Bart. When will the 18 bus go all the way to BART?
- [@Jerold Chinn](#) - Is it possible to add the all-day [#SFMuni](#) pass onto Clipper? Even if not right away, is it possible to add the pass in the future instead of just being available on [#MuniMobile](#)?
- [@JoeyTsang1](#) - Why is the cash fare going to be increased at a rate that's much higher than the rate of inflation+Muni labor costs increases? That's not equitable. What about poor people who just want to ride once with cash? They can't afford the increases.
- [@StarZahidkha](#) - What the Future of San Francisco Taxi industry?
- [@AgentAkit](#) - VTA and AC Transit offers day passes by using Clipper's 'pass accumulator' software. If Muni is proposing a day pass option, is the agency looking into the pass accumulator?
- [@AgentAkit](#) - After reading the SFMTA BOD's presentation, the agency is proposing to discount Muni passports and offer day passes w/out cable car. With new fare boxes in use, will agency consider doing pass sales via the fare box to broaden availability/ease to obtain?
- [@AmyOttinger415](#) - Years ago your brass partnered with [@UCSF](#) brass so shuttles disappeared. Your train breakdowns mean you're not holding up your end of the bargain. What gives?
- [@AmyOttinger415](#) - The new trains are too few and far between. What is the timeline for getting the new trains in service?

- [@AmyOttinger415](#) - How can you justify continually raising fares when the light rail breaks down so frequently?
- [@sugamjain](#) - We would love to underground the N between church and noe by duboce park! Can you make that happen?
- [@50Kandi](#) - Keeping trains and buses safe
- [@24Divisadero](#) - electrify more bus routes for faster travel
- [@24Divisadero](#) - Prevent J-Church delays, I am sick and tired of waiting for a train for 30 minutes
- [@24Divisadero](#) - Why are Clipper readers broken/outdated on newly purchased buses, besides LRVs?
- [@cigarssh](#) - when is Muni going to get serious about the fare evasion on route #8 and #30??!! I'm tired of being one of the few that actually taps on!!!
- [@MadMaxFlapper](#) - Any plans to install an actual bus stop at 11th & Market inbound, instead of just coming to a halt & dumping passengers into the right turn lane? This is my daily commute route and I've lost track of my close encounters with cars & bikes. Thanks
- [@hunterrible](#) - When will you be reintroducing Sunday Parking meters (the program Ed Lee stupidly ended, encouraging suburban churchgoers to drive into SF and clog our streets for free parking)?
- [@suldrew](#) - Can we make cable cars prepaid immediately and expand Clipper and Muni Mobile sales at the same time? A cash surcharge would be one way to phase it in if needed.
- [@hunterrible](#) - Why isn't bicycle infrastructure \$\$ commensurate with the % of bike usage? Aka 4-5% of annual budget?? And why do you let ppl die while debating about parking rather than following yr VisionZero mandate?
- [@ihacker69](#) - Does [#SFMTAbudget](#) include line item for subway station improvement esp lighting esp Civic Ctr & Embarcadero stations look like funeral homes. Seen other subways with service cars that operate along tracks to switch overhead lighting & other needed maintenance.
- [@jigglesfrog](#) - Instead of wasting money on parklets & making streets pretty how about using money to run more frequent service & provide more routes so we aren't DELAYED DAILY & don't have to try to squeeze on packed trains/buses or wait for the next train because we can't fit?
- [@DonaldFR](#) - Lights timed for busses and trains, and truly dedicated lanes with barriers to keep autos out. Faster vehicles means faster routes, which means more trips per vehicle and driver, which means more and better service with the same equipment, personnel, and budget.
- [@jigglesfrog](#) - Sunset district is screwed on a daily basis. When are we going to get more trains & buses? How about using the budget for more N trains, NX buses, 6 buses, & 7 buses?
- [@AndrewKDavidson](#) - And can the [#sfmtabudget](#) include a line item for allowing 311 reports of blocked bike lanes, rather than requiring a phone call to 311?
- [@AndrewKDavidson](#) - Semi-related, but does the [#sfmtabudget](#) provide for additional parking control officers to deal with the number of vehicles parked in bike lanes?

- [@AndrewKDavidson](#) - How does the [#sfmtabudget](#) reflect or incorporate longer-term Embarcadero Enhancement Project efforts?
- [@AndrewKDavidson](#) - What short-term safety improvements to the Embarcadero is SFMTA contemplating as part of the [#sfmtabudget](#)? How can people who use this corridor contribute ideas and identify problem areas?
- [Chris Lazalde](#) - What about giving real tickets to those that are parked in a bus stop, meaning pressing the camera on the bus and actually follow up