

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Finance and Information Technology

BRIEF DESCRIPTION:

Approving the San Francisco Municipal Transportation Agency’s Fiscal Year (FY) 2021 and FY 2022 Operating Budget in the amounts of \$1,283.8 million in FY 2021 and \$1,336.9 million in FY 2022, including use of fund balance; authorizing changes to various fines, fees, fares, rates, and charges including free Muni for all youth under 19 years old and free Muni for individuals experiencing homelessness, and authorizing Sunday and evening parking meter enforcement; amending the Transportation Code to address fees and penalties for FY 2021 and FY 2022, including a waiver of taxi fees for FY 2021 and FY 2022, reducing the low-income boot removal fee, creating a new one-time boot removal fee for individuals experiencing homelessness, and establishing reduced tow fees for low-income individuals and individuals experiencing homelessness; approving the SFMTA’s FY 2021 and FY 2022 Capital Budget in the amounts of \$559.8 million in FY 2021 and \$553 million in FY 2022, funding projects within ten capital programs; retroactively waiving taxi driver permit renewal fees due between March 16, 2020 and June 30, 2020; authorizing the Director to make technical or clerical adjustments of up to ten percent; and authorizing the Director to work with the City Controller to conform the SFMTA’s budgets to any change in citywide budget submission schedules the Mayor adjusts through an emergency declaration to ensure that interim appropriations are available for the SFMTA to continue operations after July 1, 2020 until October 1, 2020, when the SFMTA budget for the period ending June 30, 2022 will be finally operative.


SUMMARY:

- Charter Sec. 8A.106 requires the SFMTA to submit a two-year budget by May 1 to the Mayor and Board of Supervisors of each even-numbered year.
- Due to the COVID-19 pandemic emergency, the Mayor issued an emergency declaration adjusting the deadline for submitting the budget until August 1, 2020, and extended the deadline for Board of Supervisors’ review until September 30, 2020.
- 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 April 21 meeting.
- The SFMTA has determined that the proposed SFMTA FY 2021 and FY 2022 Operating Budget is statutorily exempt from the California Environmental Quality Act.
- The proposed action is the Approval Action defined by the S.F. Admin. Code Chapter 31.

ENCLOSURES:

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

DIRECTOR 

SECRETARY 

DATE:

April 16, 2020

April 16, 2020

ASSIGNED SFMTAB CALENDAR DATE: April 21, 2020

PURPOSE

Approving the San Francisco Municipal Transportation Agency's Fiscal Year (FY) 2021 and FY 2022 Operating Budget in the amounts of \$1,283.8 million in FY 2021 and \$1,336.9 million in FY 2022, including use of fund balance; authorizing changes to various fines, fees, fares, rates, and charges including free Muni for all youth under 19 years old and free Muni for individuals experiencing homelessness, and authorizing Sunday and evening parking meter enforcement; amending the Transportation Code to address fees and penalties for FY 2021 and FY 2022, including a waiver of taxi fees for FY 2021 and FY 2022, reducing the low-income boot removal fee, creating a new one-time boot removal fee for individuals experiencing homelessness, and establishing reduced tow fees for low-income individuals and individuals experiencing homelessness; approving the SFMTA's FY 2021 and FY 2022 Capital Budget in the amounts of \$559.8 million in FY 2021 and \$553 million in FY 2022, funding projects within ten capital programs; retroactively waiving taxi driver permit renewal fees due between March 16, 2020 and June 30, 2020; authorizing the Director to make technical or clerical adjustments of up to ten percent; and authorizing the Director to work with the City Controller to conform the SFMTA's budgets to any change in citywide budget submission schedules the Mayor adjusts through an emergency declaration to ensure that interim appropriations are available for the SFMTA to continue operations after July 1, 2020 until October 1, 2020, when the SFMTA budget for the period ending June 30, 2022 will be finally operative.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

This item supports all of the Strategic Plan Goals:

Goal 1: Create a safer transportation experience for everyone

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

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

Goal 4: Create a workplace that delivers outstanding service

This item will support the following Transit First Policy Principles:

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods. Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.
2. Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.
3. Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.
4. Transit priority improvements, such as designated transit lanes and streets and improved signalization, shall be made to expedite the movement of public transit vehicles (including taxis and vanpools) and to improve pedestrian safety.

5. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.
6. Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.
7. Parking policies for areas well served by public transit shall be designed to encourage travel by public transit and alternative transportation.
8. New transportation investment should be allocated to meet the demand for public transit generated by new public and private commercial and residential developments.
9. The ability of the City and County to reduce traffic congestion depends on the adequacy of regional public transportation. The City and County shall promote the use of regional mass transit and the continued development of an integrated, reliable, regional public transportation system.
10. The City and County shall encourage innovative solutions to meet public transportation needs wherever possible and where the provision of such service will not adversely affect the service provided by the Municipal Railway.

DESCRIPTION

Charter Section 8A.106 provides that the SFMTA must submit a two-year budget by May 1 of each even year to the Mayor and Board of Supervisors. Due to the COVID-19 pandemic emergency, the Mayor issued an emergency declaration adjusting the deadline for submission of all City department budgets until August 1, 2020, and extended the deadline for Board of Supervisors' review until September 30, 2020. In addition to seeking SFMTA Board approval of the agency's two-year budget, the Director of Transportation is authorized to work with the City Controller to conform the SFMTA's budgets to any changes in citywide budget submission schedules to ensure that interim appropriations are available for the SFMTA to continue operations after July 1, 2020 until October 1, 2020, when the SFMTA budget for the period ending June 30, 2022 will be finally operative.

Operating Budget – Baseline as of January 28, 2020 and Revised as of April 21, 2020

On January 28, 2020, the SFMTA Board of Directors reviewed the operating baseline budget for FY 2021 and FY 2022 that included a \$66 million shortfall for FY 2021 and a \$77 million shortfall for FY 2022. On January 28, February 18, and March 3 and March 17, the SFMTA Board reviewed the adjusted baseline for FY 2021 and FY 2022, which included the \$66 million shortfall for FY 2021 and \$77 million shortfall for FY 2022. On March 17, 2020, the Board reviewed a revised, balanced operating budget with no shortfalls or surpluses.

On March 17, 2020, the revised operating budget included the following:

- Implementation of targeted extended evening and Sunday parking meter operation
- 30 additional transit operators to support opening the Central Subway
- Additional critical front-line employees to support transit operations and address the operator shortage
- Increased management support structure for training functions that increase reliability and support trainers and supervisors
- Additional strategic vehicle maintenance positions to increase reliability
- Critical positions to support subway reliability and continue regular extended maintenance shutdowns and support Central Subway testing and start-up
- Additional staff to manage information technology system infrastructure and long-term

licensing costs

- 66 Parking Control Officers to manage congestion management and for bike lane enforcement
- Creation of a Chief of Staff Office
- Creation of an Office of Race, Equity and Inclusion
- 20 additional staff for Muni Transit Assistance Program
- Vision Zero Education Program
- 13 additional Human Resources staff
- Muni pass increases based on SFMTA's Automatic Indexing Implementation Plan (AIIP) for passports and cable cars
- Expanded free Muni for youth program to include all youth under 19 years old
- Modified Lifeline pass increases based on Supplemental Security Income (SSI) cost-of-living adjustments
- Creation of a Cable Car Discount Single Ride for MuniMobile
- Fare increases in excess of AIIP for all other monthly Muni passes
- Modifications to various rates, fees, charges, and fines, including increases and decreases pursuant to (1) the AIIP, (2) to reflect actual SFMTA costs, or (3) to deter violations of the law
- A one-time waiver for towing and boot removal fees for HSH-approved individuals experiencing homelessness
- Creation of a free Muni program for HSH-approved individuals experiencing homelessness
- New ISCOTT permit fees for Community Events
- A new color curb renewal fee
- Use of fund balance reserve

On March 17, 2020, the Revised operating budget did not include the following (see following section for items included in the proposed operating budget):

- 6%-6.5% transit service expansion
- Transit supervision action plan of 50 increased supervisor staff, 14 service-oriented work culture staff, and four oversight staff
- Transit near-term improvements of 64 additional rail maintenance staff, five additional subway maintenance staff, and eight capitalized roadway worker protection staff

The baseline budget previously presented on January 28, 2020 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 no fee increases for the Taxi Program
- Implementation of the SFMTA Board's approved AIIP and cost recovery calculations for various fares, fees, fines, rates and charges subject to the California Vehicle Code
- Implementation of targeted extended evening and Sunday parking meter operation
- Senate Bill 1 revenues which represents funds provided by the state
- 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 2019 and FY 2020
- Pension and Healthcare Projected Costs
- Wage increases in executed labor contracts in FY 2021, estimated salary and benefit increase for FY 2022

Operating Budget – Proposed as of April 21, 2020

The focus of this two-year operating budget is three-fold:

- First, to maintain financial stability for the agency and ensure consistent operations and service to the public.
- Second, to improve safety for everyone on our streets and deter dangerous behaviors.
- Third, to create equitable access to transportation for everyone in the city.

The proposed operating budget includes the following (numbers indicate amounts for FY 2021 and FY 2022):

- Divisional recommendations for 3.5% reductions to the base budget
- Coronavirus Aid, Relief, and Economic Security (CARES) Act funds to offset losses associated with COVID-19 related economic damages (up to \$200 million for FY 2021 and FY 2022)
- Use of fund balance to support one-time operating expenditures such as equipment and facility projects (\$33.8 million for FY 2022)
- Waiving all Taxi program fees for FY 2021 and FY 2022, at a cost of \$1.4 million each year
- State Transit Assistance (\$53.6 million for FY 2021 and \$59.2 million for FY 2022)
- Updated estimates to reflect estimates from the Controller's Office on the General Fund baseline transfers (\$347.4 million for FY 2021 and \$354.1 million for FY 2022)
- Updated estimates on state and regional operating grants (\$173.1 million for FY 2021 and \$190.1 million for FY 2022)
- Included employer retirement contribution increase of \$22.3 million in FY 2022
- Healthcare projected costs– in baseline
- Slowed hiring and reduced all full-time equivalent employees (FTE) assumed as 1.0 to 0.77 or 0.50 in FY 2021 and FY 2022, respectively resulting in \$375,000 and \$1.1 million in savings.
- Delayed Cost of Living Adjustment increases in executed labor contracts in FY 2021 and FY2022, per the Controller's Office projected shortfall, resulting in \$14 million of savings in FY 2021 and \$26 million in savings in FY 2022
- \$3.4 million in non-labor increases for both FY 2021 and FY 2022 from Vision Zero Education Program and Safe Routes to School for materials, supplies and other agency work orders to support the program
- \$11 million in Information Technology (IT) in non-personnel services contract budget to remediate underfunding in prior budget periods that are required to pay license fees
- \$0.7 million to manage the extended meters, Sunday meters, and garages programs, and a potentially reformed RPP for both FY 2021 and FY 2022
- Controller's base adjustments (fringe rates updates, FY 2022 rollover budget, etc.)
- Cost reductions and increases from position substitutions
- Other adjustments (right sizing based on prior years)

- Discontinuation of the 83X Mid-Market Express Muni Service
- Muni pass increases based on SFMTA's AIIP for passports and cable cars
- Expanded free Muni for youth program to include all youth under 19 years old
- Creation of free Muni program for HSH-approved individuals experiencing homelessness
- Continuation of Free Muni for Seniors and Disabled San Francisco residents with a gross annual family income at or below 100 percent of the Bay Area Median Income level
- Modified Lifeline pass increases based on Supplemental Security Income (SSI) cost-of-living adjustments
- Creation of a Cable Car Discount Single Ride for MuniMobile
- Fare increases in excess of AIIP for all other monthly Muni passes
- Modifications to various rates, fees, charges, and fines, including increases and decreases pursuant to (1) the AIIP, (2) to reflect actual SFMTA costs, or (3) to deter violations of the law
- Creating a one-time waiver for towing and boot removal fees for HSH-approved individuals experiencing homelessness, and lowering tow fees for low-income individuals and HSH-approved individuals experiencing homelessness
- New Interdepartmental Staff Committee on Traffic and Transportation (ISCOTT) permit fees for Community Events
- A new color curb renewal fee
- Transit Services Division new FTEs: 50.7 FTE in FY21 and 93.6 FTE in FY22
 - To support the Muni Working Group recommendations to hire and train operators more quickly, to provide supervision to deliver the best service, and to provide enforcement to keep traffic flowing
 - Critical front-line employees to support transit operations and address operator shortage
 - Increased management support structure for training functions that increase reliability and support trainers and supervisors
 - Strategic vehicle maintenance positions
 - Critical positions to support subway reliability and continue regular extended maintenance shutdowns and support Central Subway testing and start-up
 - Transit Operators and Supervisors to support Central Subway opening
- Sustainable Streets Division new FTEs: 57.7 FTE in FY21 and 91.9 FTE in FY22
 - Administrative and transportation planning FTEs to help manage the implementation of targeted extended evening and Sunday parking meter operation, potentially Residential Parking Permits (RPP)
 - Parking Control Officer (PCO) positions to address San Francisco congestion, and Bike Lane violations
 - Public Service Trainee positions for the Muni Transit Assistance Program (MTAP)
 - Planner positions to support the Vision Zero policy for staffing outreach and events, on-street, radio and online outlets and multilingual outreach in all mediums
 - Public Information and administrative positions to support marketing and administration of an employer based transit fare program
- Finance and Information Technology Division new FTEs: 3.1 FTE in FY21 and 4.0 FTE in FY22
 - Information system engineers, a project manager, and an administrative analyst to support actualizing information technology system infrastructure and long-term licensing costs
- Director of Transportation Division new 4.3 FTE in FY21 and 8.0 FTE in FY22

- To reinstate the Chief of Staff Office and create a new Office of Race, Equity and Inclusion
- Taxi and Accessible Services Division new FTEs: 3.8 FTE in FY21 and 5.0 FTE in FY22
 - Investigator positions in the Taxi and Accessible Services division for the Mobility Harmonization Initiative managed by the Taxi and Accessible Services Division
- Human Resources Division new FTEs: 10.8 FTE in FY21 and 14.0 FTE in FY22
 - To support increased administration, talent acquisition, examinations, leave management, and recruitment functions

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 \$10 million and \$35.7 million in FY 2021 and FY2022. Population-based General Fund Allocation has transit and streets improvement funds totaling \$30 million each year.

Capital Budget – Baseline as of January 28, 2018 and Revised as of April 21, 2020

On August 15, 2017, the SFMTA Board approved the Agency’s 20-Year Capital Plan for FY 2017 through FY 2036. On September 17, 2019, the SFMTA Board of Directors approved the Agency’s 2019 Capital Needs Update to append the 20-year plan. The Capital Plan represents the Agency’s *fiscally unconstrained capital needs* for the next 20 years. The 20-year Capital Plan serves as the basis for developing the fiscally constrained five-year Capital Improvement Program (CIP), the first two years of which comprise the two-year capital budget. Given limited funding availability, the SFMTA prioritizes the capital projects that can be advanced during each two-year capital budget.

The SFMTA has prepared a two-year balanced capital budget for FY 2021 and FY 2022 for submittal by August 1, 2020, to the Mayor and Board of Supervisors as required by Charter Section 8A.106, or according to the extended deadline for Board of Supervisors review as adjusted by an emergency declaration of the Mayor. The proposed SFMTA FY 2021 and FY 2022 capital budget is the agency’s two-year capital financial plan and consolidated capital program.

The two-year capital budget funds a variety of capital projects addressing infrastructure needs related to transit reliability, street safety, state of good repair, facilities, taxi, system safety, and accessibility. These projects continue to reflect the SFMTA Board of Directors’ adopted policies and plans, including Vision Zero, Transit First, the San Francisco Pedestrian Strategy, the SFMTA Bicycle Strategy, the City and County of San Francisco Adopted Area Plans, the SFMTA Strategic Plan, and the San Francisco County Transportation Plan. Complete project scope and funding plans will be reflected in the SFMTA FY 2021-2025 CIP, also being presented for adoption on April 21, 2020.

Each project proposal included in the five-year CIP is scrutinized from a variety of perspectives before it is included in the CIP. SFMTA staff identify projects based on the following: (1) input from the community received at various meetings during the year; (2) input from the SFMTA

Board of Directors, San Francisco Board of Supervisors (or the BOS sitting as the Transportation Authority Board), and other commissions and advisory committees; (3) the SFMTA Board or other City-approved plans for growth, improvements, and rehabilitation; (4) the SFMTA Board’s adopted 20-Year Capital Plan and criteria for selecting priority needs to advance policy goals; and (5) staff-identified projects based on critical need due to safety issues or to comply with new mandates.

The proposed SFMTA two-year capital budget includes expenditure authority of \$559.8 million in FY 2021 and \$553 million in FY 2022. Projects funded through this two-year budget include infrastructure investments, as well as various procurements and other one-time initiatives (plans, educational programs) throughout the City.

The following table presents proposed budget figures by Capital Program.

Capital Budget by Program (\$ in thousands)

Capital Program	FY 2021	FY 2022
Communication and IT	6,992	3,283
Facility	69,608	67,721
Fleet	150,640	186,100
Parking	-	11,420
Security	2,048	2,048
Signals	18,480	24,078
Streets	77,943	79,996
Taxi	655	655
Transit Fixed Guideway	63,230	60,558
Transit Optimization and Expansion	170,245	117,197
Total	\$559,842	\$553,057

Fund Balance

At the end of Fiscal Year FY 2020, prior to the onset of the COVID-19 public health emergency and its associated economic impacts, it was projected that the SFMTA would have \$293 million in operating Fund Balance available for appropriation, Pursuant to the SFMTA’s reserve policy, 10% of our proposed FY 2021 operating budget, or \$129 million, should be set aside in a Contingency Reserve, leaving the remaining \$164 million available for appropriation.

The COVID-19 public health emergency has led to a sharp reduction in SFMTA revenues. Federal Relief in the form of the Coronavirus Aid, Relief, and Economic Security (CARES) Act substantially offsets those revenue losses, by up to \$200 million in FY 2021 and FY 2022; this will allow the SFMTA to maintain fund balance in FY 2021, and use \$34 million in fund balance in FY 2022.

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 or additional revenues that, in aggregate, exceed a ten percent change to the total FY 2021 and FY 2022 operating or capital budgets.

Municipal Railway (Muni) Fares

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

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

- One- three- and seven-day passports
- Cable car single ride
- Off peak cable car

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

The following monthly pass increases are proposed at a rate greater than AIPP; these increases are based on an update to the base number of pre-paid single fare rides by which the "M" Pass is calculated to align with comparable practices by peer agencies; in FY 2020, SFMTA used 31 pre-paid single rides to equal the cost of a monthly pass, in FY 2021, the base number will be equivalent to 32 pre-paid single rides, and in FY 2022, the base number will be equivalent to 34 pre-paid single rides; they are as follows and are outlined in further detail in Enclosure 3:

- Adult "M" Pass
- Adult "A" Pass
- Reduced Fare monthly passes

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

- Free Muni for all youth under the age of 19
- Free Muni for HSH-approved individuals experiencing homelessness

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

- Cable Car Discount Single Ride for MuniMobile

- Extending bulk rate discounts of pre-paid fare media

All fare changes for FY 2021 take effect the first day of the next month that is at least thirty days after the FY 2021 budget takes effect pursuant to Charter Section 8A.106, or according to the extended deadline for Board of Supervisors review as adjusted by an emergency declaration of the Mayor. The resolution also authorizes the Director of Transportation to implement short-term experimental fares which enable the SFMTA to respond effectively to community requests.

Fees, Fines, Rates and Charges

See Enclosure 3 on page 69 for full detail on fee, fine, and fare rate increases.

SFMTA staff propose the following fee increases based on the AIIP (with the exception of parking garage rates, all are cost-recovery) as follows:

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

The following fees are proposed for increase to provide for cost recovery (see page 88 for the definition of cost recovery) as follows:

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

SFMTA staff propose that the SFMTA Board authorize the Director of Transportation to extend parking meter enforcement to include Sunday and evening parking. Working with communities and neighborhood merchants, the Director of Transportation will create a pilot program to extend meter hours during these dates and times using an incremental approach. (See Enclosure 3, section on New Fees with Collateral Revenues on page 87 for additional detail.)

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

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

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

Proposed new fees include:

- tow fees for HSH-approved individuals experiencing homelessness and low income individuals
- one-time boot removal fee for HSH-approved individuals experiencing homelessness
- community events ISCOTT street closure permit fee
- color curb renewal

Fees the SFMTA is proposing to waive for both fiscal years are as follows:

- taxi permit fees; the SFMTA is also proposing to retroactively waive taxi driver permit renewal fees due between March 16, 2020 and June 30, 2020.

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

- other vehicle riding on sidewalks
- parking or stopping in bicycle paths or lanes
- blocking wheelchair access ramps
- parking on SFMTA property
- overparking at meter outside the downtown core
- parking in a bus stop
- parking or stopping in a vehicle crossing

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

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

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

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

Fines not being considered for increases are as follows:

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

Fines at their state-mandated maximum are as follows:

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

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

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

PUBLISHED NOTICE

Charter Section 16.112 requires published notice and a hearing before the SFMTA may institute or change any schedule of rates or charges which affect the public. The Board's Rules of Order require that the advertisement run for at least five days and not less than five days prior to the public hearing. In compliance with both Charter Section 16.112 and the SFMTA Board's Rules of Order, advertisements were placed in the City's official newspaper beginning on March 4, 2020, to provide notice that the Board of Directors will hold a public hearing on April 21, 2020, to consider the above modifications.

TITLE VI

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

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

A Title VI Analysis addressing the potential fare changes is included as Enclosure 4. It includes a cumulative analysis of proposed fare changes based on available customer survey data for changes to current fare types. While there are no disparate impacts on customers who self-identify as minority or disproportionate burden effects for customers from low-income households based on the cumulative analyses, individual fare proposals may impact minority or low-income populations differently, which is discussed in further detail within the analysis.

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

STAKEHOLDER ENGAGEMENT

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

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

Multiple methods were used to engage Muni customers and solicit feedback from the community about the proposed fare changes. As a result of feedback received, initial fare proposals were modified and expanded, including retaining current cash fare and adding proposals to expand free Muni to all youth under the age of 19 and free Muni for HSH-approved individuals experiencing homelessness. Outreach strategies included:

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

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

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

As a result of the extensive outreach campaign, the SFMTA collected over 300 instances of feedback, questions, comments, and concerns on its FY2021-2022 budget. The feedback was compiled and sorted into topics/ categories of concerns including fare structure, fines and fees, extended meter hours, service changes, taxi services, safety recommendations, potential future revenue sources, hiring, capital projects, safety precautions to protect against the spread of COVID-19 and improvements to service.

Top areas of comment were fare policy (28 percent of respondents), mostly voicing concern related to fare increases; towing and fee (18.2 percent of respondents), mostly voicing concern over impacts to vulnerable populations; and support for more Muni service and extended parking meter hours (16 percent each).

In response to some of these questions and concerns, the agency adjusted its policy proposals and budget recommendations. Below is a summary of the impact the public’s feedback had on specific budget proposals:

Public Comments	Budget Proposal 1/28/20	Budget Proposal 3/17/20
<p>Fares:</p> <ul style="list-style-type: none"> • Requests to freeze fares at current rates • Emphasis on equity and ensuring the burden of higher fares not fall on low income individuals • Prevent unnecessary citations to youth and housing insecure for fare avoidance • Preference to avoid a large increase in monthly passes 	<p>Automatic Indexing Implementation Plan</p> <ul style="list-style-type: none"> • Continues gradual annual increases • Maintains current ratio between single ride fares and monthly passes • Keeps current free programs as they are 	<p>Equity Clipper</p> <ul style="list-style-type: none"> • Extends free Muni to all youth and cuts related administrative fees • Provides free muni for people experiencing homelessness • Does not raise cash fare • Lowers Clipper discount • Modestly raises monthly passes • Keeps current free programs as they are
<p>Parking Hours and Rates</p> <ul style="list-style-type: none"> • If the Agency has a structural deficit and needs new revenue, it should prioritize maximizing parking revenue instead of raising fares 	<ul style="list-style-type: none"> • No Sunday parking meters evening ended at 6pm • Parking rate cap of \$8/hr maximum 	<ul style="list-style-type: none"> • Sundays and evening hours (up to 10pm) in select areas • Parking rate cap increases by \$1 each year to \$9/hr max in FY21 and \$10
<p>Tow and boot fees:</p>	<ul style="list-style-type: none"> • Boot fee for low income vehicle owners: \$100 	<ul style="list-style-type: none"> • Low income vehicle owners or anyone

<ul style="list-style-type: none"> • It is inefficient, unequitable, and possibly a public health risk to charge low income and housing insecure people high tow or boot fees 	<ul style="list-style-type: none"> • Tow fee for low income vehicle owners: \$238 	<p>experiencing homelessness and participating in an eligible program for homeless individuals receives one free boot</p> <ul style="list-style-type: none"> • Low income vehicle owners or experiencing homelessness and participating in an eligible program for homeless individuals receives one free tow; in addition, the lien, dolly, and storage (up to 15 days) fees are waived • Low income vehicle owners Second boot: \$75 • Low Income vehicle owners second tow: \$100; lien, dolly, and storage fees (up to 15 days) are waived
<p>Fines (general)</p> <ul style="list-style-type: none"> • Rather than raising fares, fines for violating safety regulations such as riding electric scooters should be maximized 	<ul style="list-style-type: none"> • No Change from FY 20 	<ul style="list-style-type: none"> • Most fines for safety violations were raised to the maximum amount allowed by law
<p>Fare Evasion Fine</p> <ul style="list-style-type: none"> • Fare evasion fines fall disproportionately on the neediest who ride Muni the most 	<ul style="list-style-type: none"> • Raise according to AIIP 	<ul style="list-style-type: none"> • Freeze fines at current level
<p>Tech Shuttle fee:</p> <ul style="list-style-type: none"> • Shuttles block traffic use a lot of expensive public curb space, and only benefit the big businesses who can afford to use them. The agency should seek to maximize these 	<ul style="list-style-type: none"> • Fee: \$775 per stop 	<ul style="list-style-type: none"> • Fee raised 4.5% to \$810 per stop

revenues before raising fines		
<p>Community event fees:</p> <ul style="list-style-type: none"> It is inequitable to have large businesses pay the same rate for street events as community groups and non-profits 	<ul style="list-style-type: none"> Included business groups with community groups and non-profits 	<ul style="list-style-type: none"> Lowered the rate for community groups and non-profits

ALTERNATIVES CONSIDERED

The SFMTA Board considered various options at the January 28, 2020 Workshop, and at the SFMTA Board meetings on February 18, 2020, March 3, 2020, March 17, 2020, and April 7, 2020.

FUNDING IMPACT

Operating Budget

The proposed FY 2021 and FY 2022 Operating Budgets will provide \$1,283.8 million in FY 2021 and \$1,336.9 million for operations and a portion of capital needs.

Capital Budget

The Proposed FY 2021 and FY 2022 budget will provide \$559.8 million and \$553 million respectively for capital projects.

ENVIROMENTAL REVIEW

Operating Budget

The proposed FY 2021 and FY 2022 Operating Budget is subject to the California Environmental Quality Act (CEQA). CEQA provides a statutory exemption from environmental review under California Public Resources Code Section 21080(b)(8) and Title 14 of the California Code of Regulations (CEQA Guidelines) Section 15273 for the “establishment, modification, structuring, restructuring or approval of rates, tolls, fares, and other charges by public agencies which the public agency finds are for the purpose of” (1) meeting operating expenses, including employee wage rates and fringe benefits, (2) purchasing or leasing supplies, equipment, or materials, (3) meeting financial reserve needs and requirements, (4) obtaining funds for capital projects, necessary to maintain service within existing service areas, or (5) obtaining funds necessary to maintain intracity transfers as are authorized by city charter.

On April 15, 2020, the SFMTA, under authority delegated by the San Francisco Planning Department, determined (Case Number 2020-003896ENV) that the proposed FY 2021 and FY 2022 Operating Budget is statutorily exempt from environmental review under California Public Resources Code Section 21080(b)(8) and CEQA Guidelines Section 15273.

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

Capital Budget

On April 15, 2020 the SFMTA, under authority delegated by the San Francisco Planning Department, determined that the FY 2021 and FY 2022 Capital Budget is not a project under Section 21065 of CEQA and Sections 15060(c) and 15378(b) of the CEQA Guidelines, nor is it an approval of any particular project. Some projects identified in the FY 2021 and FY 2022 Capital Budget may have already undergone environmental review and received project approval and, with the necessary funding, may proceed. For projects in the FY 2021 and FY 2022 Capital Budget that have not yet undergone environmental review and that are subject to CEQA, the SFMTA will not seek approval for such projects until compliance with CEQA and Chapter 31 of the San Francisco Administrative Code is completed.

If any of these projects are found to cause significant adverse environmental impacts, the SFMTA retains absolute discretion to implement one or more of the following actions to mitigate significant adverse environmental impacts: (1) modify the project, (2) select feasible alternatives which avoid significant impacts of the project, including the no project alternative, (3) require the implementation of specific measures in compliance with CEQA to mitigate significant environmental impacts of the project, as identified upon environmental evaluation in compliance with CEQA, the CEQA Guidelines and Chapter 31 of the San Francisco Administrative Code, (4) reject the project as proposed if the economic and social benefits of the project do not outweigh unavoidable significant adverse impacts of the project.

Retroactive Fee Waiver

On April 15, 2020 the SFMTA, under authority delegated by the San Francisco Planning Department, determined that retroactively waiving taxi driver permit renewal fees due between March 16, 2020 and June 30, 2020 is not a project under Section 21065 of CEQA and Sections 15060(c) and 15378(b) of the CEQA Guidelines.

Delegation of Authority

On April 15, 2020 the SFMTA, under authority delegated by the San Francisco Planning Department, determined that the delegation of authority to the Director of Transportation to make technical or clerical adjustments to the total FY 2021 and 2022 Operating or Capital budgets and to work with the City Controller to conform the SFMTA's budgets to any change in citywide budget submission schedules is not a project under Section 21065 of CEQA and Sections 15060(c) and 15378(b) of the CEQA Guidelines.

Copies of the CEQA determinations are 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 is incorporated herein by reference.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

Proposition J Certifications

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

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

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

The City Attorney has reviewed this calendar item.

RECOMMENDATION

SFMTA staff recommend that the SFMTA Board of Directors approve the SFMTA's FY 2021 and FY 2022 Operating Budget in the amounts of \$1,283.8 million in FY 2021 and \$1,336.9 million in FY 2022, including use of fund balance; authorizing changes to various fines, fees, fares, rates, and charges including free Muni for all youth under 19 years old and HSH-approved individuals experiencing homelessness, and authorizing Sunday and evening parking meter enforcement; all fare changes for FY 2021 will take effect the first day of the next month that is at least thirty days after the FY 2021 budget takes effect pursuant to Charter section 8A.106, or according to the extended deadline for Board of Supervisors review as adjusted by an emergency declaration of the Mayor; amending the Transportation Code to address fees and penalties for the fiscal years beginning July 1, 2020 and July 1, 2021, including a waiver of taxi fees for FY 2021 and FY 2022, reducing the low-income boot removal fee, creating a new one-time boot removal fee for HSH-approved individuals experiencing homelessness, and establishing reduced tow fees for low-income individuals and HSH-approved individuals experiencing homelessness; approving the SFMTA's FY 2021 and FY 2022 Capital Budget in the amounts of \$559.8 million in FY 2021 and \$553 million in FY 2022, funding projects within ten capital programs, including communication & information technology, facility, fleet, parking, security, signals, streets, taxi, transit fixed guideway, transit optimization & expansion; retroactively waiving taxi driver permit renewal fees due between March 16, 2020 and June 30, 2020; authorizing the Director to make technical or clerical adjustments to the total FY 2021 and 2022 operating or capital budgets of up to ten percent to address any changes in City transfers or interdepartmental services budgets or other adjustments required to maintain the budget in balance; and authorizing the Director of

Transportation to work with the City Controller to conform the SFMTA's budgets to any change in citywide budget submission schedules the Mayor adjusts through an emergency declaration to ensure that interim appropriations are available for the SFMTA to continue operations after July 1, 2020 until October 1, 2020, when the SFMTA budget for the period ending June 30, 2022 will be finally operative.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The FY 2021 and FY 2022 Operating and Capital Budgets for the SFMTA are being prepared in accordance with the City Charter Section 8A.106 with the Operating Budget in the amount of \$1,283.8 million and \$1,336.9 million respectively, and the Capital Budget in the amount of \$559.8 million and \$553 million respectively; and,

WHEREAS, The FY 2021 and FY 2022 Operating Budget includes a \$134 million Contingency Reserve, representing 10% of operating expenditures, pursuant to the Contingency Reserve Policy established in SFMTA Board Resolution 07-038; and,

WHEREAS, Pursuant to the Contingency Reserve Policy, \$164 million is available for appropriation for one-time uses; 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 2021 and FY 2022 Operating Budget includes the revenue and expenditure adjustments to reflect the Municipal Railway fare change for free service on New Year's Eve 2021 and 2022; 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 Director of Transportation should be authorized to make any necessary technical and clerical corrections to the approved budgets of the SFMTA and to allocate additional revenues and/or City and County discretionary revenues in order to fund additional adjustments to the operating and capital budget, provided that the Director of Transportation return to the SFMTA Board of Directors for approval of technical or clerical corrections or additional revenues that, in aggregate, exceed ten percent of the total SFMTA FY 2021 or FY 2022 operating or capital budgets respectively; 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, 2020 and July 1, 2021, including a waiver of taxi fees for FY 2021 and FY 2022, reducing the low-income boot removal fee, creating a new one-time waiver of boot removal fee for HSH-approved individuals experiencing homelessness, and establishing reduced tow fees for low-income individuals and HSH-approved individuals experiencing homelessness; and,

WHEREAS, The proposed amendments to the Transportation Code to address fees and penalties for the fiscal years beginning July 1, 2020, and July 1, 2021, include, among other

things, increases and decreases for late payment penalties, special collection fees, boot removal fees, Transportation Code and Vehicle Code penalties, color curb painting fees, towing and storage fees, community service processing fees, parking meter use fee, parklet installation fee, temporary no-parking sign posting fee, signs and parking space removal/relocation fee, intellectual property license fee (film permits), vendor commission fees, non-standard vehicle permit fees, electric vehicle charging station user fee, planning/development transportation analysis review fee, development project review fee, places for people application fee, citywide variable parking meter rates, and fees for general permits including special traffic, temporary exclusive use of parking meters, residential area parking, contractor, vanpool, stationless bicycle share program application, SFMTA permit, on-street shared vehicle, press, designated shuttle stop use, farmer's market parking, temporary street closure (ISCOTT), and bus substitution fees; waiving all taxi permit fees for FY 2021 and FY 2022, and adding new one-time boot removal fee for HSH-approved individuals experiencing homelessness, tow fees for HSH-approved individuals experiencing homelessness and low income, ISCOTT permit fee for Community Events, and color curb renewal fee; and,

WHEREAS, The SFMTA is proposing Municipal Railway fare changes including modified Lifeline pass increases based on Supplemental Security Income (SSI) cost-of-living; free Muni all youth up to age 19; free Muni for individuals experiencing homelessness who are approved by the San Francisco Department of Homelessness and Supportive Housing (HSH); cable car discount single ride for MuniMobile; extending bulk rate discounts of pre-paid fare media; fare increases in excess of AIP for all other monthly Muni passes; and increases based on SFMTA's Automatic Indexing Implementation Plan for passports and cable cars, and authorizing all fare changes for FY 2021 to take effect the first day of the next month that is at least thirty days after the FY 2021 budget takes effect pursuant to Charter section 8A.106, or according to the extended deadline for Board of Supervisors review as adjusted by an emergency declaration of the Mayor; and,

WHEREAS, SFMTA staff recommend that the SFMTA Board retroactively waiving taxi driver permit renewal fees due between March 16, 2020 and June 30, 2020; and,

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

WHEREAS, Since Charter Section 16.112 requires published notice and a hearing before the SFMTA may institute or change any schedule of rates or charges which affect the public and the Board's Rules of Order require that the advertisement run for at least five days and not less than five days prior to the public hearing, advertisements were placed in the City's official newspaper beginning on March 4, 2020, to provide notice that the Board of Directors will hold a public hearing on April 21, 2020, to consider the above modifications; and,

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

WHEREAS, As a result of the extensive outreach campaign, the SFMTA collected over 300 instances of feedback, questions, comments, and concerns on its FY 2021 and FY 2022 budget; and, in response to some of these questions and concerns, adjusted its policy proposals and budget recommendations; and,

WHEREAS, The proposed FY 2021 and FY 2022 Operating Budget is subject to the California Environmental Quality Act (CEQA) and the regulations adopted to implement it, Title 14 of the California Code of Regulations (CEQA Guidelines); CEQA provides a statutory exemption from environmental review under California Public Resources Code Section 21080(b)(8) and Section 15273 of the CEQA Guidelines for the “establishment, modification, structuring, restructuring, or approval of rates, tolls, fares, and other charges by public agencies which the public agency finds are for the purpose of” (1) meeting operating expenses, including employee wage rates and fringe benefits, (2) purchasing or leasing supplies, equipment, or materials, (3) meeting financial reserve needs and requirements, (4) obtaining funds for capital projects, necessary to maintain service within existing service areas, or (5) obtaining funds necessary to maintain intracity transfers as authorized by city charter; and,

WHEREAS, The SFMTA Board finds that the FY 2021 and 2022 Operating Budget and its proposed changes to fines, fees, rates and charges are for the purpose of (1) meeting operating expenses, including employee wage rates and fringe benefits, (2) purchasing or leasing supplies, equipment, or materials, (3) meeting financial reserve needs and requirements, (4) obtaining funds for capital projects, necessary to maintain service within existing service areas, or (5) obtaining funds necessary to maintain intracity transfers as authorized by city charter; and,

WHEREAS, On April 15, 2020, the SFMTA, under authority delegated by the Planning Department, determined (Case Number 2020-003896ENV) that the proposed FY 2021 and FY 2022 Operating Budget is statutorily exempt from environmental review under California Public Resources Code Section 21080(b)(8) and Section 15273 of the CEQA Guidelines; and,

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

WHEREAS, On April 15, 2020, the SFMTA, under authority delegated by the Planning Department, determined that the FY 2021 and FY 2022 Capital Budget is not a “project” under the Section 21065 of CEQA and Sections 15060(c) and 15378(b) of the CEQA Guidelines; and,

WHEREAS, The SFMTA will not proceed with any Projects identified with the Capital Budget that have not already undergone environmental review and any necessary approvals or until there has been complete compliance with the CEQA, the CEQA Guidelines, and the City’s regulations implementing CEQA (San Francisco Administrative Code Section 31). If any of the 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, including the no-project alternative, (3) require the implementation of specific measures to mitigate the

significant adverse environmental impacts of the Project, as identified upon environments evaluation in compliance with CEQA and the City's Environmental Quality Regulations, (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, On April 15, 2020 the SFMTA, under authority delegated by the San Francisco Planning Department, determined that retroactively waiving taxi driver permit renewal fees due between March 16, 2020 and June 30, 2020 is not a project under Section 21065 of CEQA and Sections 15060(c) and 15378(b) of the CEQA Guidelines; and,

WHEREAS, On April 15, 2020, the SFMTA, under authority delegated by the Planning Department, determined that the delegation of authority to the Director of Transportation to make technical or clerical adjustments to the total FY 2021 and 2022 Operating or Capital budgets and to work with the City Controller to conform the SFMTA's budgets to any change in citywide budget submission schedules is not a "project" under Section 21065 of CEQA and Sections 15060(c) and 15378(b) of the CEQA Guidelines; and,

WHEREAS, Copies of the CEQA determinations are 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, 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, or is expected to determine, that for FY 2021 and FY 2022, parking citation processing and collection services; facility security services; paratransit services; parking meter collection and coin counting services; transit shelter maintenance services; and vehicle towing, storage and disposal services can be practically performed by private contractors at a lesser cost than if they were performed by employees of the City; and,

WHEREAS, Charter Section 8A.106 provides that the SFMTA must submit a two-year budget by May 1 of each even year to the Mayor and Board of Supervisors; however, due to the COVID-19 pandemic emergency, the Mayor issued an emergency declaration adjusting the deadline for submission of all City department budgets until August 1, 2020, and extended the deadline for Board of Supervisors' review until September 30, 2020; and,

WHEREAS, The Director of Transportation is authorized to work with the City Controller to conform the SFMTA's budgets to any change in citywide budget submission schedules the Mayor adjusts through an emergency declaration to ensure that interim appropriations are available for the SFMTA to continue operations after July 1, 2020 until October 1, 2020, when the SFMTA budget for the period ending June 30, 2022 will be finally operative; and now, therefore, be it

RESOLVED, That the SFMTA Board of Directors approves the San Francisco Municipal Transportation Agency FY 2021 and FY 2022 Operating Budget, in the amounts of \$1,283.8 million and \$1,336.9 million, respectively; and the Capital Budget in the amounts of \$559.8 million and \$553 million, respectively; and be it further

RESOLVED, That in accordance with the requirements of Charter Section 8A.106(b), the SFMTA certifies that the FY 2021 and FY 2022 Operating and Capital budgets are adequate in making substantial progress towards meeting the performance standards established pursuant to Section 8A.103 for 2017 and 2022; 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, 2020, and July 1, 2021, to address fees and penalties for the fiscal years beginning July 1, 2020 and July 1, 2021, including a waiver of taxi fees for FY 2021 and FY 2022, reducing the low-income boot removal fee, creating a new one-time waiver of boot removal for HSH-approved individuals experiencing homelessness, establishing reduced tow fees for low-income individuals and HSH-approved individuals experiencing homelessness, 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 including modified Lifeline pass increases based on Supplemental Security Income (SSI) cost-of-living; free Muni for all youth up to age 19 and free Muni for HSH-approved individuals experiencing homelessness; cable car discount single ride for MuniMobile; extending bulk rate discounts of pre-paid fare media; fare increases in excess of AIIP for all other monthly Muni passes; and increases based on SFMTA's Automatic Indexing Implementation Plan for passports and cable cars, and authorizes all fare changes for FY 2021 to take effect the first day of the next month that is at least thirty days after the FY 2021 budget takes effect pursuant to

Charter section 8A.106, or according to the extended deadline for Board of Supervisors review as adjusted by an emergency declaration of the Mayor; and be it further

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

RESOLVED, That the SFMTA Board amends Transportation Code Division II to include, among other things, increases and decreases for late payment penalties, special collection fees, boot removal fees, Transportation Code and Vehicle Code penalties, color curb painting fees, towing and storage fees, community service processing fees, parking meter use fee, parklet installation fee, temporary no-parking sign posting fee, signs and parking space removal/relocation fee, intellectual property license fee (film permits), vendor commission fees, non-standard vehicle permit fees, electric vehicle charging station user fee, planning/development transportation analysis review fee, development project review fee, places for people application fee, citywide variable parking meter rates, and fees for general permits including special traffic, temporary exclusive use of parking meters, residential area parking, contractor, vanpool, stationless bicycle share program application, SFMTA permit, on-street shared vehicle, press, designated shuttle stop use, farmer's market parking, temporary street closure (ISCOTT), and bus substitution fees; waiving all taxi permit fees for FY 2021 and FY 2022, and adding new one-time boot removal fee for HSH-approved individuals experiencing homelessness, tow fees for low-income and HSH-approved individuals experiencing homelessness, ISCOTT permit fee for Community Events, and color curb renewal 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 2021, between 8 PM on December 31, 2020 and 5 a.m. January 1, 2021 and on New Year's Eve 2022, between 8 PM on December 31, 2021 and 5 a.m. January 1, 2022; and be it further

RESOLVED, That the Director of Transportation is authorized to implement short-term experimental fares which enable the SFMTA to respond effectively to community requests; and be it further

RESOLVED, That the SFMTA Board retroactively waives taxi driver permit renewal fees due between March 16, 2020 and June 30, 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 FY 2021 and FY 2022 Operating Budget includes a \$134 million Contingency Reserve, representing 10% of operating expenditures, pursuant to the Contingency Reserve Policy established in SFMTA Board Resolution 07-038; and be it further

RESOLVED, That the Director of Transportation is hereby authorized to make any necessary technical and clerical corrections to the approved FY 2021 and FY 2022 Operating and Capital budgets of the SFMTA and to allocate additional revenues and/or City and County discretionary revenues in order to fund additional adjustments to the operating or capital budget, provided that the Director of Transportation shall return to the SFMTA Board of Directors for approval of technical or clerical corrections or additional revenues that, in aggregate, exceed a ten percent change to the SFMTA operating and or capital budget respectively; and be it further

RESOLVED, That the Director of Transportation is hereby authorized to work with the City Controller to conform the SFMTA's budgets to any change in citywide budget submission schedules the Mayor adjusts through an emergency declaration to ensure that interim appropriations are available for the SFMTA to continue operations after July 1, 2020 until October 1, 2020, when the SFMTA budget for the period ending June 30, 2022 will be finally operative.

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 21, 2020.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

Enclosure 1

RESOLUTION:

[Transportation Code – Division II Fees and Penalties]

Resolution amending Division II of the Transportation Code to address fees and penalties for the fiscal years beginning July 1, 2020, and July 1, 2021, including, among other things, increases and decreases for late payment penalties, special collection fees, boot removal fees, Transportation Code and Vehicle Code penalties, color curb painting fees, towing and storage fees, community service processing fees, parking meter use fee, parklet installation fee, temporary no-parking sign posting fee, signs and parking space removal/relocation fee, intellectual property license fee (film permits), vendor commission fees, non-standard vehicle permit fees, electric vehicle charging station user fee, planning/development transportation analysis review fee, development project review fee, places for people application fee, citywide variable parking meter rates, and fees for general permits including special traffic, temporary exclusive use of parking meters, residential area parking, contractor, vanpool, stationless bicycle share program application, SFMTA permit, on-street shared vehicle, press, designated shuttle stop use, farmer’s market parking, temporary street closure (ISCOTT), and bus substitution fees; waiving all taxi permit fees for FY 21 and FY 22, and adding new one-time boot removal fee for individuals experiencing homelessness, tow fees for individuals experiencing homelessness and low income, ISCOTT permit fee for Community Events, and color curb renewal 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. Article 300 and 900 of Division II of the Transportation Code is hereby amended by Sections 301, 302, 303, 304, 305, 311, 312, 313, 316, 317, 318, 319, 320, 322, 323, 324, 325, 326, 402 and 902 to read as follows:

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

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

Schedule	FY 201921²¹ Effective 7-1-201820²⁰	FY 202021²² Effective 7-1-201921²¹
After the 1st payment due date	\$3337	\$3538
After the 2nd payment due date	\$4752	\$4953
Special Collection Fee (after the 2nd payment due date)	\$40	\$40
Boot Removal Fee	\$505525	\$515550
Low Income Boot Removal Fee*	\$10075	\$10075
<u>One-Time Boot Removal Fee for People Certified As Experiencing Homelessness</u>	\$0	\$0

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

** Customers whose vehicles have been booted are eligible for the One-Time Boot Removal Fee for People Certified as Experiencing Homelessness only if they demonstrate

participation in, and certification by, an eligible program for homeless individuals. The SFMTA shall publish the list of eligible programs for homeless individuals on its website.

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, 20182020	FINE AMOUNT Effective July 1, 20192021
PEDESTRIANS AND SIDEWALKS			
Div I 7.2.10	Pedestrian Crossings	\$69 76	\$7277
Div I 7.2.11	Electric Assistive Personal Mobility Devices	\$69 100	\$72100
Div I 7.2.12	Bicycle Riding Restricted	\$100	\$100
Div I 7.2.13	NUV Violation	\$69 100	\$72100
ON-STREET PARKING			
Div I 7.2.20	Residential Parking	\$87 95	\$9097
Div I 7.2.22	Street Cleaning	\$76 83	\$7985
Div I 7.2.23(a)	Parking Meter- Downtown Core	\$87 94	\$9096
Div I 7.2.23(b)	Parking Meter-Outside Downtown Core	\$76 84	\$9787
Div I 7.2.25	Red Zone	\$110	\$110
Div I 7.2.26	Yellow Zone	\$102 110	\$106110
Div I 7.2.27	White Zone	\$110	\$110
Div I 7.2.28	Green Zone	\$87 90	\$9090
Div I 7.2.29	Parking for Three Days	\$110 75	\$11075
Div I 7.2.30(a)	Overtime Parking Downtown Core	\$87 94	\$9096
Div I 7.2.30(b)	Overtime Parking Outside Downtown Core	\$76 84	\$7987
Div I 7.2.30(c)	Overtime Meter Parking Downtown Core	\$87 94	\$9096
Div I 7.2.30(d)	Overtime Meter Parking Outside Downtown Core	\$76 84	\$7987
Div I 7.2.32	Angled Parking	\$69 72	\$72
Div I 7.2.33	Blocking Residential Door	\$54 59	\$5660
Div I 7.2.34	Median Dividers and Islands	\$87 95	\$9097
Div I 7.2.35	Parking on Grades	\$69 65	\$7260
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	\$110	\$110
Div I 7.2.41	Tow-Away Zone- Outside Downtown Core	\$102 110	\$106 110
Div I 7.2.42	Parking Restrictions	\$102 110	\$106 110
Div I 7.2.43	Parking-Public Property	\$76 79	\$79
Div I 7.2.44	Misuse Disabled Parking Placard/License	\$866*	\$866*
Div I 7.2.45	Temporary Parking Restriction	\$76 83	\$79 85
Div I 7.2.46	Temporary Construction Zone	\$76 83	\$79 85
Div I 7.2.47	Remove Chalk	\$110	\$110
Div I 7.2.48	Repairing Vehicle	\$93 102	\$97 104
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	\$69 65	\$72 67
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	\$69 72	\$72
Div I 7.2.61	Entrance/Exit Parking Facility	\$100	\$100
Div I 7.2.62	Blocking Space Parking Facility	\$69 76	\$72 77
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	\$76 79	\$79
Div I 7.2.66	Misuse Disabled Parking Placard/ License Plate	\$866*	\$866*
Div II 1009	SFMTA Property	\$76 110	\$79 110
TRAFFIC REGULATIONS			
Div I 7.2.70	Obstruction of Traffic-Vehicle	\$110	\$110
Div I 7.2.71	Obstruction of Traffic Without Permit	\$629 687	\$654 702
Div I 7.3.3	Obstruction of Traffic Without Permit	\$1,000, or six months in jail, or both (4th or more offenses within one year)	\$1,000, or six months in jail, or both (4th or more offenses within one year)
Div I 7.2.72	Driving in Transit-Only Area	\$82 89	\$85 91
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	\$102 110	\$106 110
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	\$69 72	\$72
TRANSIT VIOLATIONS			
Div I 7.2.101	Fare Evasion	\$125	\$125
Div I 7.2.102	Passenger Misconduct	\$125	\$125
Div I 7.2.103	Fare Evasion – Youth Violation	\$62 64	\$64
Div I 7.2.104	Passenger Misconduct – Youth Violation	\$62 64	\$64
SHARED MOBILITY DEVICE SERVICES VIOLATIONS			
Div I 7.2.110	Shared Mobility Device Service Parking (Shared Mobility Device Service That Does Not Hold an SFMTA Permit or Authorization)		
	First offense	\$100	\$100
	Second offense within one year of first offense	\$200	\$200
	Third or subsequent offense with one year of first offense	\$500	\$500
Div I 7.2.110	Operating a Shared Mobility Device Service without a Permit or Authorization		
	First offense		\$2500
	Second offense within one year of the first offense		\$5000
Div I 7.2.110	Shared Mobility Device Service Parking (Shared Mobility Device Service Operators that Hold a SFMTA Permit or Authorization)	\$100	\$100
Div I 7.2.111	Powered Scooter Share Parking (Powered Scooter Share Operators That Do Not Hold A SFMTA Permit)		
	First offense	\$100	\$100

	Second offense within one year of first offense	\$200	\$200
	Third or subsequent offense within one year of first offense	\$500	\$500
Div I 7.2.111	Powered Scooter Share Parking (Powered Scooter Share Operators That Hold a SFMTA Permit)	\$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 for the Trial Court Trust Fund fee.

SEC. 303. CALIFORNIA VEHICLE CODE PENALTY SCHEDULE.

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

CODE	DESCRIPTION	FINE AMOUNT Effective July 1, 2020 2018**	FINE AMOUNT Effective July 1, 2021 2019**
VC4461C	Displaying Placard Not Issued to Person	\$866*	\$866*
VC4462B	Improper Registered Plates	\$121	\$121
VC4463C	Fraudulent Display of Placard	\$866*	\$866*
VC4464	Altered Plates	\$121	\$121
VC5200	Display License Plates	\$121	\$121
VC5201A	Plates/Mounting	\$121	\$121
VC5201B	Failure to Replace Temporary License Plates	\$121	\$121
VC5201C	Plate Cover	\$121	\$121
VC5202	No Plates	\$121	\$121

VC5204A	Tabs	\$121	\$121
VC21113A	School/Pub Ground	\$8289	\$8591
VC21211 (38N)	Bicycle Path/Lanes	\$137162	\$142162
VC22500A	Parking in Intersection	\$110	\$110
VC22500B	Parking in Crosswalk	\$110	\$110
VC22500C	Safety Zone	\$110	\$110
VC22500D	15 ft. Fire Station	\$110	\$110
VC22500E	Driveway	\$110	\$110
VC22500F	On Sidewalk	\$110	\$110
VC22500G	Excavation	\$6976	\$7277
VC22500H	Double Parking	\$110	\$110
VC22500I	Bus Zone	\$288350	\$288357
VC22500J	Tube or Tunnel	\$6976	\$7277
VC22500K	Bridge	\$6976	\$7277
VC22500L	Wheelchair Access	\$288400	\$288416
VC22500.1 (32.4.A)	Parking in Fire Lane	\$8795	\$9097
VC22502A	Over 18 inches From Curb	\$6976	\$7277
VC22502B	Wrong Way Parking	\$6976	\$7277
VC22502E	One-Way Road/Parking	\$6976	\$7277
VC22505B	Unauthorized Stopping	\$6976	\$7277
VC22507.8A	Parking in Blue Zone Without Placard/Plate	\$866*400	\$866*416
VC22507.8B	Blocking Access to Blue Zone	\$866*400	\$866*416
VC22507.8C	Parking in the Crosshatch Area Adjacent to a Blue Zone	\$866*400	\$866*416
VC22514	Fire Hydrant	\$110	\$110
VC22515A	Unattended Motor Vehicle	\$102110	\$106110
VC22515B	Unsecured Motor Vehicle	\$102110	\$106110
VC22516	Locked Vehicle	\$8289	\$8591
VC22521	Railroad Tracks	\$108110	\$110
VC22522	W/3 ft Wheelchair Ramp	\$298*	\$298*
VC22523A	Abandoned Vehicle/Highway	\$229241	\$229246
VC22523B	Abandoned Vehicle/Public or Private Prop	\$229241	\$229246
VC22526A	Blocking Intersection	\$110	\$110
VC22526B	Blocking Intersection While Turning	\$110	\$110
VC23333	Park/Veh Crossing	\$85162	\$85162

* 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 20192021 Effective 7-1- 20182020	FY 20202022 Effective 7-1-20192021
<u>White or Green Zones</u>		
<u>White/Green Zone or Short-Term Parking-Meters Application Fee: Flat Rate for All Lengths</u>	\$2,166,750	\$2,253,775
Taxi Stand Application Fee	\$1,083	\$1,127
<u>White/Green Zone Painting/ Installation/Renewal Fee</u> (Payment within 30 days from Invoice Date):		
<u>1 to Per Linear 22 feet or fraction thereof; Renewal fee every 2 years after installation</u>	\$586,500	\$609,525
23 to 44 feet	\$1,174	\$1,221
45 to 66 feet	\$1,761	\$1,831
More than 66 feet	\$2,346	\$2,440
<u>White Zone Painting/ Installation/Renewal</u> (Payment after 30 days from Invoice Date):-		
1 to 22 feet	\$647	\$673
23 to 44 feet	\$1,298	\$1,350
45 to 66 feet	\$1,945	\$2,023
More than 66 feet	\$2,591	\$2,695
<u>Green Zone Painting/ Installation/Renewal</u>		

(Payment within 30 days from Invoice Date):-		
1 to 22 feet	\$537	\$558
23 to 44 feet	\$1,075	\$1,118
45 to 66 feet	\$1,612	\$1,676
More than 66 feet	\$2,148	\$2,234
Green Zone Painting/ Installation/Renewal (Payment after 30 days from Invoice Date):-		
1 to 22 feet	\$593	\$617
23 to 44 feet	\$1,190	\$1,238
45 to 66 feet	\$1,783	\$1,854
More than 66 feet	\$2,375	\$2,470
Red Zone		
Application Processing Fee	\$242 <u>250</u>	\$252 <u>255</u>
Painting Fee	Initial painting: \$225 per 6 linear feet or fraction thereof	Initial painting: \$234 <u>230</u> per 6 linear feet or fraction thereof

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SEC. 305. TOWING AND STORAGE FEES.

(a) Fees.

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

Fee Type	Fee Amount Effective July 1, 2018 2020	Fee Amount Effective July 1, 2019 2021
SFMTA Administrative Fees		
Administrative Fee (other than First Tow or Low Income)	\$283.75 <u>318</u>	\$298.75 <u>325</u>
First Tow (reduced fee available only to registered owner of towed vehicle, registered owner’s agent claiming the towed vehicle, or renter of towed vehicle)	\$200.75 <u>268</u>	\$211.25 <u>275</u>
Low Income (fee waiver available only to registered owner or renter of towed vehicle)	\$0	\$0

Tow Fees		
(Tow <u>contract</u> fees charged to registered or legal owner, or owner's agent, or <u>renters</u> claiming the towed vehicle; reduced tow fees are not available.)		
<u>One-Time Tow Fee Waiver for People Certified as Experiencing Homelessness</u>	\$0	\$0
<u>Low-Income Tow Fee</u>	\$100	\$100
Light Duty Vehicles under 10,000 GVW (e.g., cars, light duty trucks, vehicles with trailers, unattached trailers, motorcycles, and scooters) — up to 1 hour of labor	\$229.25	\$238.25
Each additional 1/4 hour of labor required	\$56	\$58.25
Medium Duty Vehicles over 10,000 GVW (e.g., trucks, buses, and unattached trailers) — up to 1 hour of labor	\$344.75	\$358.50
Each additional 1/4 hour of labor required	\$69.75	\$72.50
Heavy Duty Vehicles over 26,000 GVW (e.g., buses, tractor trucks, and/or trailers) — up to 1 hour of labor	\$545.75	\$567.50
Each additional 1/4 hour of labor required	\$84.75	\$88.25
Dolly Fee	\$74.50	\$77.50
Flatbed Fee	\$99.25	\$103.25
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	\$19.50	\$20.22
Storage Fee – Motorcycles/Scooters – every full calendar day (or part thereof) following the first 24 hours	\$23.25	\$24.27
Storage Fee – Light Duty Vehicles (other than motorcycles/scooters) – first 24 hours or part thereof	\$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	\$60.75	\$62.50
Storage Fee – Medium Duty Vehicles – first 24 hours or part thereof	\$70.78	\$72.75
Storage Fee – Medium Duty Vehicles – every full calendar day (or part thereof) following the first 24 hours	\$84.93	\$86.50
Storage Fee – Heavy Duty Vehicles – first 24 hours or part thereof	\$103.25	\$106.25
Storage Fee – Heavy Duty Vehicles – every full calendar day (or part thereof) following the first 24 hours	\$123.75	\$127.50

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	\$32.50	\$33.75
Medium Duty Vehicles	\$132.75	\$138
Heavy Duty Vehicles	\$214.25	\$222.75
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	\$237.50	\$247.26
Tow-back service for Light Duty Vehicles — each additional 1/4 hour (or part thereof) of labor	\$56	\$58.25
Tow-back service for Medium Duty Vehicles — first hour (or part thereof) of labor	\$344.75	\$358.50
Tow-back service for Medium Duty Vehicles — each additional 1/4 hour (or part thereof) of labor	\$69.75	\$72.50
Tow-back service for Heavy Duty Vehicles — first hour (or part thereof) of labor	\$545.75	\$567.50
Tow-back service for Heavy Duty Vehicles — each additional 1/4 hour (or part thereof) of labor	\$84.75	\$88.25
Additional fee per mile (or portion thereof) for tow-back occurring outside the limits of the City	\$11	\$11.50
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. The SFMTA shall charge the renter of the towed vehicle the First Tow reduced administrative fee only if the SFPD or SFMTA has not previously towed any vehicle registered to or rented by the renter of the towed vehicle.

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

(C) The SFMTA shall waive the administrative fee, any applicable dolly fee, any applicable lien fees, and the storage fees that would otherwise accrue during the first 24 hours and up to 14 consecutive calendar days thereafter that the vehicle is stored, and instead grant a One-Time Tow Fee Waiver for People Certified as Experiencing Homelessness only if the registered owner or renter of the towed vehicle (1) establishes his or her participation in, and certification by, an eligible program for homeless individuals, (2) has not previously been granted the One-Time Tow Fee Waiver for People Certified as Experiencing Homelessness, and (3) removes the vehicle from impound. SFMTA shall publish the list of eligible programs for homeless individuals on its website.

~~(D) Neither the First Tow nor the Low Income reduced administrative fees under subsections (A) and (B) above~~ The reduced fees and waivers provided under subsections (A), (B), or (C) above shall not be available to either a registered owner of a towed vehicle or a registered owner’s agent claiming a towed vehicle if the towed vehicle’s registered owner is a business, including but not limited to a partnership, trust, for-profit corporation, or non-profit corporation.

~~(E) A renter of the towed vehicle shall be eligible for the reduced fees and waivers provided under subsections (A), (B), and (C) First Tow or Low Income reduced administrative fees under subsection (A) or (B) above only if the towed vehicle’s rental agreement identifies the renter as the vehicle’s driver.~~

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

Auction Sales Service Fees (Based on vehicle sale amount)		
Fee Type	Fee Amount Effective July 1, 20182020	Fee Amount Effective July 1, 20192021
\$0 - \$249.99	No charge\$45	No charge\$45
\$250 - \$499.99	\$127.7575	\$132.7575

\$500 - \$999.99	\$166.50150	\$173.25150
\$1,000 - \$1,499.99	\$222250	\$231250
\$1,500 - \$1,999.99	\$288.50350	\$300350
\$2,000 - \$2,499.99	\$360.75450	\$375.25450
\$2,500 - \$4,999.99	\$455750	\$473.25750
\$5,000 and above	\$743.751,000	\$773.501,000

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

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

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

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

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

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

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

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

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

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

(c) **Prohibition on Waiver and Reimbursement of Towing and Storage Fees.** No reimbursement or waiver shall be made to the registered or legal owner of a vehicle pursuant to the provisions of subsection (b)(1) or (2), above, if:

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

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

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

(d) **Application for Reimbursement or Waiver.**

(1) Requests for reimbursement or waiver of partial or full fees by individuals eligible for the reduced fees or waivers provided under Section 305 must be presented to the Director of the SFMTA or his or her designee, on a form provided

therefor, ~~within 10 days of the date of the tow of unclaimed Lien 1 vehicles and within 30 days of the date of the tow for claimed Lien 1 vehicles and within 30 days of the date of the tow for all other claimed or unclaimed vehicles~~ within 30 days of payment of the full fees. The Director, or his or her designee, may, in his or her sole discretion, extend this deadline for good cause shown.

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

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

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

(e) **Prosecution of Person Responsible.** No request for reimbursement or waiver shall be considered by the Director of the SFMTA or his or her designee unless and until the person requesting reimbursement or waiver agrees in writing that said person will fully cooperate in the investigation or prosecution of any person or persons responsible for any violation of law giving rise to the request for reimbursement or waiver.

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

(g) **Procedures.** The Director of Transportation may establish such

procedures as he or she deems appropriate to facilitate the waiver and reimbursement of towing and storage fees, and the reduction of administrative fees, in accordance with this Section 305.

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

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

Total Outstanding Fine/Penalty Amount	Processing Fee Effective Date July 1, 2020	Processing Fee Effective Date July 1, 2021
\$150300 or less	\$2526	\$27
\$151 to \$300	\$50	
\$301 to \$600	\$7552	\$54
\$601 to \$1,000	\$12577	\$79

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

(b) Payment Plan: A fee to reimburse the SFMTA for costs associated with establishing a payment plan for parking or transit violation citations. The amount for this fee shall be as set forth below:

Payment Plan	Processing Fee Effective Date July 1, 201820	Processing Fee Effective Date July 1, 201921
Fee Per Plan- Low Income	\$5	\$5
Fee Per Plan- Standard	\$25	\$25

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 ~~\$11~~13.00 per day per metered Parking space effective July 1, 201820. The fee shall be ~~\$12~~14.00 per day per metered Parking space effective July 1, 201921.

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 ~~\$1,990~~2,170 effective July 1, 201820, and ~~\$2,065~~2,218 effective July 1, 201921. If the installation of a parklet exceeds two parking spaces, the fee shall be an additional ~~\$1,000~~1,104 effective July 1, 201820, and ~~\$1,050~~1,128 effective July 1, 201921 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 2019<u>21</u> Effective July 1, 2018<u>20</u>	FY 2020<u>22</u> Effective July 1, 2019<u>21</u>
Application filed 14 days before a permitted event approved by ISCOTT		
1 to 4	<u>\$268295</u>	<u>\$281302</u>
5 to 9	<u>\$358395</u>	<u>\$376404</u>
10 to 15	<u>\$447493</u>	<u>\$469504</u>
16 to 21	<u>\$537593</u>	<u>\$564606</u>
22 to 28	<u>\$625689</u>	<u>\$656705</u>
29 to 35	<u>\$715789</u>	<u>\$751807</u>
36 to 43	<u>\$805888</u>	<u>\$845908</u>

44 to 51	<u>\$895988</u>	<u>\$9401,010</u>
52 or more	\$1517 for each additional sign	\$1617 for each additional sign
Self-Posting Fee for Special Events	\$10 per sign	\$10 per sign
Application filed 13 or fewer days before a permitted event approved by ISCOTT		
1 to 4	<u>\$373412</u>	<u>\$392421</u>
5 to 9	<u>\$463511</u>	<u>\$486522</u>
10 to 15	<u>\$552610</u>	<u>\$580623</u>
16 to 21	<u>\$642708</u>	<u>\$674724</u>
22 to 28	<u>\$730806</u>	<u>\$767824</u>
29 to 35	<u>\$820905</u>	<u>\$861925</u>
36 to 43	<u>\$9101,005</u>	<u>\$9561,027</u>
44 to 51	<u>\$1,0001,104</u>	<u>\$1,0501,128</u>
52 or more	\$1517 for each additional sign	\$1617 for each additional sign
Self-Posting Fee for Special Events	\$10 per sign	\$10 per sign
Applications filed for 311 Temporary Signs (up to 3 days)		
1 to 4	<u>\$275304</u>	<u>\$289310</u>
5 to 9	<u>\$366404</u>	<u>\$384412</u>
10 to 15	<u>\$459507</u>	<u>\$482518</u>
16 to 21	<u>\$551609</u>	<u>\$579622</u>
22 to 28	<u>\$641707</u>	<u>\$673723</u>
29 to 35	<u>\$734810</u>	<u>\$771828</u>
36 to 43	<u>\$825910</u>	<u>\$866930</u>
44 to 51	<u>\$9181,013</u>	<u>\$9641,035</u>
52 or more Signs	\$1517 for each additional sign	\$1617 for each additional sign
Application Filed for 311 Temporary Signs Additional Fee (4 to 7 days)	<u>\$5053</u>	<u>\$5054</u>
Self-Posting Fee	\$10 per sign	\$10 per sign
Design Change Fee	<u>\$5053</u>	<u>\$5054</u>

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 201920 Effective July 1, 201820	FY 202021 Effective July 1, 201921
(Establish) Parking Space for temporary	<u>\$613730</u>	<u>\$630740</u>

relocation of colored curb zones		
(Establish) Parking space for permanent relocation of colored curb zones	\$ 613 <u>730</u>	\$ 630 <u>740</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 201920 Effective July 1, 201820	FY 202021 Effective July 1, 201921
Television Series/Movie/Pilot/ Documentary based on the project's budget (in excess of \$500,000) submitted to the Film Commission	\$ 1,342 <u>1,467</u> per permit issued by Film Commission	\$ 1,396 <u>1,499</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	\$ 671 <u>734</u> per permit issued by Film Commission	\$ 698 <u>750</u> 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	\$ 336 <u>367</u> per permit issued by Film Commission	\$ 349 <u>375</u> per permit issued by Film Commission
Commercials	\$ 671 <u>734</u> per permit issued by Film Commission	\$ 698 <u>750</u> per permit issued by Film Commission
Still Photography Corporate/ Music Video/Industrial/Web Content/Short (40 minutes or less)	\$ 336 <u>367</u> per permit issued by Film Commission	\$ 349 <u>375</u> ¹ per permit issued by Film Commission
Travel shows promoting San Francisco, as determined by the Film Commission.	\$ 100 <u>105</u> per permit issued by Film Commission	\$ 100 <u>107</u> 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
By qualified college or university students other than as described above as determined by the Film Commission	\$ 56 <u>61</u> per permit issued by Film Commission	\$ 58 <u>62</u> per permit issued by Film Commission
By qualified Non-Profit or Government Agency	Waived <u>\$0</u>	Waived <u>\$0</u>

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

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

Description	FY 2019 <u>20</u> Effective July 1, 2018 <u>20</u>	FY 2020 <u>21</u> Effective July 1, 2019 <u>21</u>
Clipper® Card and Lifeline ID Card Replacement Fee	\$5	\$5

SEC. 320. TAXI PERMIT FEES.

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

Permit Type*	FY 2019 <u>20</u> Effective July 1, 2018 <u>20</u>	FY 2020 <u>21</u> Effective July 1, 2019 <u>21</u>
Driver Permit Application**	N/A	N/A
Monthly Ramp Taxi Medallion Use Fee	N/A	N/A
Monthly Taxi Medallion Use Fee (8000 series)***	<u>\$1,000</u>	<u>\$1,000</u>
Dispatch Application	<u>\$7,044</u>	<u>\$7,326</u>
Color Scheme Change	<u>\$472</u>	<u>\$491</u>
Lost Medallion	<u>\$124</u>	<u>\$129</u>
New Color Scheme - 1 to 5 Medallions	<u>\$3,174</u>	<u>\$3,269</u>
New Color Scheme - 6 to 15 Medallions	<u>\$3,540</u>	<u>\$3,646</u>
New Color Scheme - 16 to 49 Medallions	<u>\$6,563</u>	<u>\$6,826</u>
New Color Scheme - 50 or more Medallions	<u>\$8,200</u>	<u>\$8,528</u>
Renewal Application:		
Driver Renewal**	<u>\$122</u>	<u>\$127</u>
Medallion Holder Renewal for Pre-K Medallions and	<u>\$1,179</u>	<u>\$1,227</u>

Pre-K Corporate Medallions		
Medallion Holder Renewal for Post-K Medallions	\$5900	\$6140
Color Scheme Renewal - 1 to 5 Medallions	\$1,0750	\$1,1070
Color Scheme Renewal - 6 to 15 Medallions	\$2,4750	\$2,5490
Color Scheme Renewal - 16 to 49 Medallions	\$5,6160	\$5,8410
Color Scheme Renewal - 50 to 149 Medallions	\$8,4240	\$8,7610
Color Scheme Renewal - 150 or More Medallions	\$11,2320	\$11,6810
Dispatch Renewal	\$7,7820	\$8,0940

* 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.~~

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

SEC. 322. NON-STANDARD VEHICLE PERMIT FEES.

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

Description	FY 201920 Effective July 1, 201820	FY 202021 Effective July 1, 201921
Permit Application Fee*	\$5,0005,255	\$5,0005,370
Annual Fee		
1 to 5 Vehicles	\$10,00010,510	\$10,00010,740
6 to 25 Vehicles	\$25,00026,275	\$25,00026,850
26 to 50 Vehicles	\$50,00052,550	\$50,00053,700
50 to 100 Vehicles	\$90,00094,590	\$90,00096,660
100 to 150 Vehicles	\$185,000194,435	\$185,000198,690
151 to 250 Vehicles	\$240,000252,240	\$240,000257,760

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

SEC. 323. ELECTRIC VEHICLE CHARGING STATION USER FEE.

(a) There shall be a fee to reimburse the SFMTA for costs to the SFMTA associated with the management, operation, and maintenance of electric vehicle charging stations in parking facilities owned by or under the jurisdiction of the SFMTA; the cost to the SFMTA of electricity dispensed by electric vehicle charging stations in parking facilities under SFMTA jurisdiction; and the vendor fee charged to the SFMTA for processing credit and debit card payments at electric vehicle parking stations.

(b) The Director of Transportation, or his or her designee, shall determine the amount of the electric vehicle charging station user fee for each parking facility, which fee shall not exceed ~~\$2.75~~10.00 per charging session. The ~~actual~~total fee for each charging session at each parking facility shall be determined by calculating the sum of:

- (1) the costs of electricity used for a charging session, which costs may vary for each parking facility;
- (2) the SFMTA's costs to manage, operate, and maintain the electric vehicle charging stations and manage the charging station program; and
- (3) the fee charged by a vendor for processing credit and/or debit card user payments.

(c) The actual amount of the fee for a charging session shall be posted at each parking facility at the vehicle charging station.

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

FEE.

This fee reimburses the SFMTA for staff costs related to the review of environmental review documents and supporting analysis for development projects and area plans. This includes SFMTA staff review of and comment on Transportation Studies, environmental mitigations, transportation-related sections within programmatic or project-level environmental documents, as well as SFMTA staff participation in

interdepartmental meetings on these subjects. There are two tiers of fee: Transportation Review Fee for projects that are multi-phased and require large infrastructure investment, or that are of statewide, regional, or area wide significance as defined in CEQA, or that require analysis of several transportation topics within a geographic area that extends beyond the project block; and Site Circulation Review Fee for projects that require limited, localized analysis of a few transportation topics circulation memos that focus analysis on a few specific transportation topics, such as loading.

Description	FY 201920 Effective July 1, 201820	FY 202021 Effective July 1, 201921
Fee per Case- Transportation Review	\$14,80031,500	\$15,50032,760
Fee per Case-Site Circulation Review	\$2,9505,500	\$3,0505,720

SEC. 325 DEVELOPMENT PROJECT REVIEW FEE.

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

Description	FY 201921 Effective July 1, 201820	FY 202022 Effective July 1, 201921
Fee per Case	\$9601,225	\$1,0001,300

SEC. 326. PLACES FOR PEOPLE APPLICATION FEE.

This fee partially reimburses the SFMTA for staff costs related to the review and approval of applications for projects under the Places for People Program established under Chapter 94A of the Administrative Code that require approval by the SFMTA Board of Directors. This includes SFMTA staff review of and comments on traffic data provided by the applicant including potential traffic circulation impacts, parking and

loading impacts, and street sign, striping, or signal changes, as well as SFMTA staff's analysis of the impact of the proposed project on adjacent SFMTA or San Francisco Public Works projects, staff coordination and presentation of the proposal at interdepartmental meetings, and preparation of a report for the SFMTA Board of Directors. The fee set forth below may not exceed 50% of the cost incurred by SFMTA for review and approval of program applications.

Description	FY 2019 <u>21</u> Effective July 1, 2018 <u>20</u>	FY 2020 <u>22</u> Effective July 1, 2019 <u>21</u>
Fee per Application	\$ 11,275 <u>11,762</u>	\$ 12,275 <u>12,467</u>

SEC. 402. CITYWIDE VARIABLE PARKING METER RATES.

The rates for parking meters located anywhere within the boundaries of the City and County of San Francisco as described in Appendix A, not under the jurisdiction of the Port of San Francisco, the Recreation and Park Department, the Golden Gate National Recreation Area, the Presidio of San Francisco, or the Treasure Island Development Authority, shall be between \$0.50 an hour and \$~~8~~9 an hour effective July 1, 2020, and \$10 an hour effective July 1, 2021. Within that range, the rates may be adjusted periodically based on vehicle occupancy on any block or set of blocks during the hours of parking meter operation according to the following criteria: (a) if occupancy is 80% or above, rates will be increased by \$0.25 per hour; (b) if occupancy is 60% or above but below 80%, rates will not be changed; (c) if occupancy is below 60%, rates will be lowered by \$0.25 per hour. Rates shall be adjusted for any particular block or set of blocks not more than once every 28 days.

SEC. 902. GENERAL PERMIT CONDITIONS.

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

* * * *

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

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

	FY 201921 Effective July 1, 201820	FY 202022 Effective July 1, 201921
Special Traffic Permit (§ 903)		
Base Permit Fee:	\$322333	\$333350
Daily Fee:	\$668	\$6871
Late Fee:	\$361374	\$374393
Temporary Exclusive Use of Parking Meters (§ 904)		
Base Permit Fee: per 25 linear feet of construction frontage per day, including weekends and holidays:	\$4116	\$1216.50
Residential Area Parking Permit (§ 905)		
Motorcycle (Annual)	\$102113	\$108119
Motorcycle (Less than 6 months)	\$5157	\$5460
Resident/Business/School/Fire Station/Foreign Consulate/Medical & Childcare Provider Base Permit Fee:		
(1 year):	\$136152	\$144160
(Less than 6 months):	\$6775	\$7179
Permit Transfer:	\$2325	\$2426
1-Day Flex Permit (purchased within one calendar year):		
1-5 permits	\$67each permit	\$67each permit
6-15 permits	\$89each permit	\$89 each permit
16-20 permits	\$1214each permit	\$1315 each permit
Short-Term Permits		
2 weeks:	\$4854	\$5157
4 weeks:	\$6977	\$7381
6 weeks:	\$8999	\$94104
8 weeks:	\$116129	\$123135
Contractor Permit (§ 906)		
Base Permit Fee		
Annual/Renewal:	\$1,6022,104	\$1,7322,169
Less than 6 Months:	\$8221,064	\$8871,097
Permit Transfer Fee:	\$4225	\$4226

Vanpool Permit (§ 907) Base Permit Fee (per year): (Less than 6 months):	<u>\$136152</u> <u>\$6775</u>	<u>\$144160</u> <u>\$7179</u>
Stationless Bicycle Share Program Permit (§ 909) Permit Application Fee Annual/Renewal Fee	<u>\$4,9475,394</u> <u>\$35,28838,480</u>	<u>\$5,1325,512</u> <u>\$36,61339,322</u>
SFMTA Permit (§ 910) (Based on the annualized Parking Meter Use Fee)	<u>\$2,8603,380</u>	<u>\$3,1203,640</u>
On-Street Shared Vehicle Parking Permit (§ 911) Zone 1 Zone 2 Zone 3	<u>\$300130</u> per month <u>\$21275</u> per month <u>\$5920</u> per month	<u>\$330130</u> per month <u>\$23375</u> per month <u>\$6520</u> per month
On-Street Shared Electric Moped Parking Permit (§ 915) (1 Year) (Less than 6 months):	<u>\$352100</u> <u>\$17550</u>	<u>\$366100</u> <u>\$18250</u>
Vehicle Press Permit (§ 912) Base Permit Fee: The permit fee shall only be increased pursuant to the Automatic Indexing Implementation Plan approved by the SFMTA Board of Directors.	<u>\$6470</u>	<u>\$6772</u>
Designated Shuttle Stop Use Permit (§ 914)	<u>\$7.658.10</u>	<u>\$7.758.30</u>
Farmer's Market Parking Permit (§ 801(c)(17)) Base Permit Fee (quarterly):	<u>\$211235</u>	<u>\$224247</u>
Temporary Street Closures Permits (Division I, Article 6)		
Neighborhood Block Party More than 120 days in advance: 90-120 days in advance: 60-89 days in advance: 30-59 days in advance: Fewer than 30 days in advance:	<u>\$9950</u> <u>\$20075</u> <u>\$300100</u> <u>\$425150</u> <u>\$850300</u>	<u>\$9950</u> <u>\$20075</u> <u>\$325100</u> <u>\$450150</u> <u>\$875350</u>
Community Events <u>More than 120 days in advance</u> <u>90-120 days in advance</u>	<u>\$100</u> <u>\$150</u>	<u>\$100</u> <u>\$150</u>

<u>60-89 days in advance</u>	<u>\$200</u>	<u>\$200</u>
<u>30-59 days in advance</u>	<u>\$250</u>	<u>\$250</u>
<u>7-29 days in advance</u>	<u>\$300</u>	<u>\$500</u>
<u>Fewer than 7 days in advance</u>	<u>\$500</u>	<u>\$750</u>
All Other <u>Special</u> Events		
More than 120 days in advance:	<u>\$661,100</u>	<u>\$600,100</u>
90-120 days in advance:	<u>\$821,250</u>	<u>\$850,325</u>
60-89 days in advance:	<u>\$1,030,500</u>	<u>\$1,100,600</u>
30-59 days in advance:	<u>\$1,248,750</u>	<u>\$1,350,000</u>
Fewer than 30 days in advance:	<u>\$1,462,000</u>	<u>\$1,575,200</u>
Fewer than 7 days in advance:	<u>\$1,682,500</u>	<u>\$2,500,750</u>
Bus Substitution Fee (Division I, Article 6.2(f))	<u>\$3538</u>	<u>\$36,5039</u>
Powered Scooter Share Program Permit (\$916)		
Powered Scooter Share Program Annual/Renewal Permit	<u>\$25,00038,480</u>	<u>\$36,61339,322</u>
Powered Scooter Share Program Permit Application Fee	<u>\$5,0005,394</u>	<u>\$5,1325,512</u>

* * * *

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, 2020. 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, 2020.

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 21, 2020.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

Enclosure 2 Proposed Consolidated Budget

Operating Budget Revenues and Expenditures

On January 28, 2020, the SFMTA Board of Directors reviewed the operating baseline budget for FY 2021 and FY 2022 that included a \$66 million shortfall for FY 2021 and a \$77 million shortfall for FY 2022. Since then there have been additional revisions to the operating budget for FY 2021 and FY 2022 as outlined in the tables below. The Revised operating budget includes the following revenue adjustments:

- Free Muni for all youth under 19 years old
- Free Muni for HSH-approved individuals experiencing homelessness
- Lifeline pass increases based on Supplemental Security Income (SSI) cost-of-living adjustments
- Increases to the “M” Pass, “A” Pass, Senior and Disabled monthly Muni passes above AIPP indexing
- Increase to Paratransit Van Services below AIPP, to maintain \$0.25 rounding and ease of payment; this will alter the policy of tying this fare to the price of a full fare, and in future budgets SFMTA may reinstitute said policy.
- Additional fare revenues resulting from the revised new fare proposal shown in Enclosure 3, Basic Fare Table
- Additional parking revenues from Sunday and evening parking meter enforcement
- The inclusion of a portion of the 2016 Proposition B General Fund Population Baseline transfer that was previously assumed in the capital budget
- The inclusion of a portion of a baseline portion of the Transit Sustainability Fee
- The inclusion of the Transit Impact Development Fee
- The inclusion of CARES Act funds to offset losses associated with COVID-19 related economic damages (up to \$200 million in FY 2021 and FY 2022)

The Revised operating budget also includes the following expenditure adjustments:

- Divisional recommendations for budget efficiencies which included reductions in debt service and in materials and supplies
- Increase for various approved contracts including Paratransit, Garage and Parking Operations, security, and credit card processing fees
- Debt service payment schedule
- Includes the prior year’s approved budget
- Additional \$45.3 million increase over the baseline budget, for both FY 2021 and FY 2022, for labor proposals including the following:
 - Transit Services Division new FTEs: 50.7 FTE in FY21 and 93.6 FTE in FY22
 - To support the Muni Working Group recommendations to hire and train operators more quickly, to provide supervision to deliver the best service, and to provide enforcement to keep traffic flowing
 - Critical front-line employees to support transit operations and address operator shortage
 - Increased management support structure for training functions that increase reliability and support trainers and supervisors

- Strategic vehicle maintenance positions
- Critical positions to support subway reliability and continue regular extended maintenance shutdowns and support Central Subway testing and start-up
- Transit Operators and Supervisors to support Central Subway opening
- Sustainable Streets Division new FTES: 57.7 FTE in FY21 and 91.9 FTE in FY22
 - Administrative and transportation planning FTES to help manage the implementation of targeted extended evening and Sunday parking meter operation, potentially Residential Parking Permits (RPP)
 - Parking Control Officer (PCO) positions to address San Francisco congestion, and Bike Lane violations
 - Public Service Trainee positions for the Muni Transit Assistance Program (MTAP)
 - Planner positions to support the Vision Zero policy for staffing outreach and events, on-street, radio and online outlets and multilingual outreach in all mediums
 - Public Information and administrative positions to support marketing and administration of the Employer-Based Program
- Finance and Information Technology Division new FTES: 3.1 FTE in FY21 and 4.0 FTE in FY22
 - Information system engineers, a project manager, and an administrative analyst to support actualizing information technology system infrastructure and long-term licensing costs
- Director of Transportation Division 4.3 FTE in FY21 and 8.0 FTE in FY22
 - To reinstate the Chief of Staff Office and create a new Office of Race, Equity and Inclusion
- Taxi and Accessible Services Division new FTES: 3.8 FTE in FY21 and 5.0 FTE in FY22
 - Investigator positions in the Taxi and Accessible Services division for the Mobility Harmonization Initiative managed by the Taxi and Accessible Services Division
- Human Resources Division new FTES: 10.8 FTE in FY21 and 14.0 FTE in FY22
 - To support increased administration, talent acquisition, examinations, leave management, and recruitment functions
- \$3.4 million in non-labor increases for both FY 2021 and FY 2022 from Vision Zero Education Program and Safe Routes to School for materials, supplies and other agency work orders to support the program
- \$11 million in Information Technology (IT) in non-personnel services contract budget to remediate underfunding in prior budget periods that are required to pay license fees
- \$0.7 million to manage the extended meters, Sunday meters, and garages programs, and a potentially reformed RPP for both FY 2021 and FY 2022
- Controller's base adjustments (fringe rates updates, cost of living adjustments, FY 2022 Rollover budget, etc.)
- Cost reductions and increases from position substitutions
- Other adjustments (right sizing based on prior years, cost of living adjustments)
- Discontinuation of the 83X Mid-Market Express Muni Service

The Revised operating budget does not include the following items:

- Increase Adult Base Fare - On Board Cash/Limited Use Premium fare
- Additional costs above the FY 2021 and FY2022 projected salary and benefit increases
- Increases to City Department Work Orders
- Lifeline pass increase based on AIPP

REVENUES (\$ million)

Revenue Category	FY 2021 Revised Budget	FY 2022 Revised Budget
Transit Fares	207.3	218.0
Operating Grants	317.8	236.4
Parking & Traffic Fees & Fines	266.3	303.5
Parking Tax In-Lieu	63.4	67.7
Taxi Services	0.2	0.2
Other (Advertising, Interest, Misc. Fees, Recoveries)	36.7	41.5
General Fund Transfers	347.4	354.1
Population Baseline (Operating Support)	20.0	35.5
Transit Development Fees (Operating Support)	10.4	35.7
Proposition D (Congestion Mitigation Tax)	14.3	10.5
Use of Fund Balance	-	33.8
Total	1,283.8	1,336.9

EXPENDITURES (\$ million)

Expenditure Category	FY 2021 Revised Budget	FY 2022 Revised Budget
Services Of Other Depts	88.9	91.3
Salaries	561.7	592.1
Non-Personnel Services	252.0	256.9
Materials & Supplies	74.1	74.4
Mandatory Fringe Benefits	276.6	291.6
Debt Service	23.4	23.4
Capital Outlay	7.2	7.2
Total	1,283.8	1,336.9

The tables below summarize the positions by type and by Divisions.

Position Type	FY20 Amended FTE	FY21 Proposed FTE	FY22 Proposed FTE	FY21 Compared to FY20	FY22 Compared to FY21
Operating Budget Positions	6,003.35	6,182.37	6,265.56	179.02	83.19
Project Positions	504.00	482.77	486.00	(21.23)	3.23
Temporary Positions	68.60	49.27	47.73	(19.33)	(1.54)
Subtotal Positions	6,575.95	6,714.41	6,799.29	138.46	84.88
<i>Less Attrition</i>	<i>(594.67)</i>	<i>(575.79)</i>	<i>(572.74)</i>	<i>18.88</i>	<i>3.05</i>
TOTAL	5,981.28	6,138.62	6,226.55	154.34	87.93

Division	FY20 Amended FTE	FY21 Proposed FTE	FY22 Proposed FTE	FY21 Compared to FY20	FY22 Compared to FY21
Agency-wide	60.00	55.77	56.00	(4.23)	0.23
Board of Directors	4.00	3.00	3.00	(1.00)	0.00
Capital Programs and Construction	209.15	186.36	186.35	(22.79)	(0.01)
Communications and Marketing	43.17	42.00	42.00	(1.17)	0.00
Director of Transportation	2.00	8.27	12.00	6.27	3.73
Finance and Information Technology	535.70	559.73	560.60	24.03	0.87
Government Affairs	5.00	6.00	6.00	1.00	0.00
Human Resources	186.29	101.32	104.45	(84.97)	3.13
Sustainable Streets	884.74	927.98	961.27	43.24	33.29
System Safety	22.06	30.98	30.88	8.92	(0.10)
Transit Services	4,593.84	4,759.15	4,801.74	165.31	42.59
Taxi and Accessible Services	30.00	33.85	35.00	3.85	1.15
Subtotal	6,575.95	6,714.41	6,799.29	138.46	84.88
<i>Less Attrition</i>	<i>(594.67)</i>	<i>(575.79)</i>	<i>(572.74)</i>	<i>18.88</i>	<i>3.05</i>
TOTAL	5,981.28	6,138.62	6,226.55	154.34	87.93

Reserves and Fund Balance

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

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

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

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

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

Under the proposal summarized in the table below, the SFMTA would use \$164 million of fund balance on one-time capital needs and to balance the operating budget in FY 2021 and FY 2022. Further, under this proposal, \$130 million would remain in the reserve funding FY 2021 and FY 2022 consistent with SFMTA Contingency Reserve Policy to set aside 10% of operating expenditures.

Item	FY 2021	FY 2022
Beginning Fund Balance *	293	39
10% Reserve Policy	(129)	(5)
Remaining Balance for Use:	164	0
Capital Project Reserve/Contingency	(85)	0
Operating Budget Appropriation	0	(34)
Parking Meter Replacement Project	(22)	0

Item	FY 2021	FY 2022
Transit Capital Projects	(10)	0
Facilities Capital Projects	(8)	0
Remaining Balance	39	0

* FY2022 beginning fund balance includes projected fund balance to be realized from CARES Act funding in FY2021

Capital Budget Revenues and Expenditures

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

On January 28, 2020, the SFMTA Board of Directors reviewed the Baseline CIP for FY 2021-2025 that included \$2.5 billion in revenue. Since then there have been additional revisions to the CIP for FY 2021-25 as outlined in the tables below.

FIVE-YEAR CIP (\$ thousands)

Capital Program	Capital Budget					Total
	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	
Communication & IT	6,992	3,283	1,265	9,350	4,400	25,290
Facility	69,608	67,721	64,534	35,433	5,232	242,529
Fleet	150,640	186,100	164,882	139,881	274,567	916,070
Parking	-	11,420	11,080	-	-	22,500
Security	2,048	2,048	2,048	2,048	2,048	10,241
Signals	18,480	24,078	19,292	6,932	22,798	91,580
Streets	77,943	79,996	51,106	39,418	36,380	284,843
Taxi	655	655	355	355	230	2,250
Transit Fixed Guideway	63,230	60,558	72,854	88,014	108,203	392,859
Transit Optimization & Expansion	170,245	117,197	96,418	80,599	85,210	549,668
Grand Total	\$559,842	\$553,057	\$483,834	\$402,031	\$539,068	\$2,537,832

On January 28, 2020, the SFMTA Board of Directors reviewed the FY 2021-2025 CIP that included a \$2.5 billion in revenues and expenditures on 157 projects. On March 17, 2020, the SFMTA Board reviewed the FY 2021-2025 CIP that included the following revisions:

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

The FY 2021-2025 CIP presented to the SFMTA Board on April 7, 2020 included the following revisions:

- Fleet
 - Added \$23M in funding through Education Revenue Augmentation Fund (ERAF), General Fund Population Baseline, and Regional Measure 3 (RM3) and Transportation Sustainability Fee (TSF) funds
- Signals
 - Added \$21M in funding through SF Proposition K Sales Tax and TNC Tax inclusions
- Transit Optimization
 - Added \$19M in funding through TSF, Caltrans Cap & Trade and General Fund Population Baseline funds

The FY 2021-2025 CIP includes the following revisions that were made since April 7, 2020:

- Facility
 - Added \$22 million in future issuance of General Obligation Bonds
- Fleet
 - All project programming remains consistent, though a \$17 million decrease is reflective of use of reserves
- Taxi
 - Reduced funding by \$900,000
- Transit Optimization
 - Added \$45 million in future issuance of General Obligation Bonds; and added \$3.5 million in City and County of San Francisco new revenue, which is revenue SMFTA will receive with high confidence but that must be approved by cognizant agencies

The SFMTA's capital budget for Fiscal Years 2021 and 2022 are derived from the first two years of the FY 2021-2025 CIP. At the April 21 meeting, the Board will be asked to adopt the FY

2021-2025 CIP which will include all five years), including all funding sources anticipated for transportation investments.

The appropriation for the two-year capital budget totals \$559.8 million in FY 2021 and \$553 million in FY 2022.

Two-Year Capital Budget Projects

CIP ID	Project Name	FY 2021	FY 2022
CI054	Network Infrastructure Replacement Project	650,000	550,000
CI055	Rail Video-based Safety Program	2,640,000	
CI056	Subway Video Security	1,100,000	1,100,000
CI058	Video Modernization - Real Time Video	2,601,963	1,633,037
FC000	Facility Reserve	8,006,188	1,690,410
FC014	Facility Condition Assessment Implementation	3,378,107	1,546,868
FC050	Castro Station Accessibility Improvement Project	7,250,000	8,407,590
FC066	1200 15th Street Renovation	1,216,435	5,404,874
FC068	Muni Metro East Expansion - Trolley Yard	7,861,917	28,639,172
FC073	Woods Facility Modernization	3,500,000	-
FC074	Potrero Modernization Project	15,789,512	-
FC078	Bus Simulator	305,052	-
FC088	BART Canopies/Market Street Entrance Modernization	21,200,000	20,880,000
FC089	SFMTA Facilities Framework - Parking Facilities Plan	800,000	-
FC090	Facilities Campaign Planning	100,000	-
FC091	Bus Washer Renovation Campaign	201,000	1,152,000
FT013	Paratransit Fleet Replacement Program	3,382,000	3,382,000
FT056	Farebox Replacement	976,351	
FT059	Light Rail Vehicle (LRV) Replacement & Expansion Procurement	26,592,778	113,635,101
FT061	Vintage Streetcar Rehabilitations	2,256,127	6,509,809
FT080	New Flyer Midlife Overhaul Phase I	39,766,543	32,898,746
FT082	40' Battery-Electric Bus (EV Bus) Pilot Procurement	18,102,189	
FT089	Paratransit Vehicle Expansion Procurement (20 vehicles)	1,850,000	
FT091	Orion Motor Coach Component Refurbishments	3,651,196	
FT092	30' Motor Coach Replacement Procurement	-	1,410,000
FT094	40' Motor Coach Expansion Procurement	42,294,348	12,233,899
FT095	Cable Car State of Good Repair Program	2,432,000	3,216,000
FT096	Fleet Contingency	3,326,402	944,837
FT097	Double-Ended Streetcar Rehabilitations (2 Streetcars)	390,000	930,000
FT098	Fleet Capital Program Asset Assessment	100,000	-
FT099	New Flyer Midlife Overhaul Phase II	-	3,700,000
FT100	Non-Revenue Fleet Management Program	5,000,000	5,000,000

CIP ID	Project Name	FY 2021	FY 2022
FT102	Streetcar Wreck Repair Program	270,000	1,640,000
FT103	Streetcar State of Good Repair (SGR) Program Study	250,000	600,000
PK056	Elevator Modernizations, Garage Group 2		420,000
PK057	Parking Meter Replacement		11,000,000
SC000	Security Reserve	2,048,291	2,048,291
SG000	Signals Reserve	679,003	500,000
SG011	Program: City Coordination Opportunities-New Traffic Signals	300,000	300,000
SG015	Program: Traffic Signal Visibility Upgrades	330,000	330,000
SG017	Program: Traffic Signal Hardware Replacement	330,000	330,000
SG018	Program: Traffic Sign Replacement	220,000	220,000
SG060	Contract 35: Traffic Signal Modifications	3,712,000	
SG062	Contract 66: New Traffic Signals	-	1,000,000
SG063	Contract 36: Traffic Signal Modifications	6,100,000	1,635,000
SG072	3rd Street Video Detection Replacement Phase IV	186,014	-
SG089	Western Addition Area - Traffic Signal Upgrades	3,723,234	18,573,229
SG103	Automated Photo Enforcement--Phase 2 Expansion	2,000,000	
SG104	Vision Zero Signal Retiming	900,000	1,190,000
ST000	Streets Reserve	5,490,359	8,252,806
ST026	Program: Bicycle Network Protected Intersection Upgrades	1,050,000	1,084,125
ST028	Program: Annual Application-Based Residential Street Traffic Calming	1,200,000	1,239,000
ST031	Program: Citywide Neighborway Design and Implementation	1,550,000	1,600,375
ST037	Program: Speed Radar Sign Installation	180,000	185,850
ST038	Program: Community Response Implementation	1,100,000	1,100,000
ST039	Program: Streets Coordination Improvements	950,000	980,875
ST040	Program: Quick & Effective Pedestrian Safety	772,500	797,606
ST041	Program: Bike Facility Maintenance: Delineators & Green Pavement	150,000	150,000
ST042	Program: Schools Engineering	1,300,000	1,342,251
ST043	Program: Vision Zero Proactive Traffic Calming	750,000	774,375
ST045	Program: Citywide Bike Spot Improvements	1,125,000	1,161,562
ST048	Program: Short-term Bike Parking	750,000	774,375
ST052	5th Street Corridor Improvements - Phase 2	550,000	1,700,000
ST053	6th Street Streetscape	11,226,200	8,000,000
ST059	Cesar Chavez/Bayshore/Potrero Intersection Improvements Phase 2		1,083,787
ST080	Folsom-Howard Streetscape		20,384,955
ST084	Lombard Street Streetscape	1,830,674	
ST088	Page Street Neighborway (Market to Webster)		1,425,000
ST094	Taylor Street Streetscape	20,551,462	

CIP ID	Project Name	FY 2021	FY 2022
ST097	Upper Market Pedestrian Improvements	4,400,000	
ST100	Washington/Trenton Bulb-out & Beacons	1,500,000	
ST115	Permanent Painted Safety Zone Conversion	2,350,000	500,000
ST122	Program: Rectangular Rapid Flashing Beacon Installation	600,000	600,000
ST155	Move Western Addition Mid-Term Improvements	250,000	
ST157	Sloat and Skyline Intersection	670,000	
ST158	Mission Street Excelsior	2,734,000	4,500,000
ST165	Valencia Street Bikeway Implementation Plan	1,776,000	4,736,000
ST169	Terry Francois Boulevard Bikeway Improvements		1,200,000
ST177	13th St Protected Bike Lanes	175,000	435,000
ST181	Lake Merced Pedestrian Safety	80,000	-
ST183	Ocean Avenue Safety Improvements		850,000
ST193	Beale Street Bikeway	1,140,000	
ST195	Bayview Community Based Transportation Plan Implementation	295,000	2,280,000
ST197	Bayview Community Based Transportation Plan Near Term Implementation	425,000	
ST200	Alemanly Interchange Improvement Project - Phase 2	300,000	
ST201	Geneva Avenue Traffic Signals		2,350,000
ST203	Program: Annual Traffic Calming Removal and Replacement	100,000	103,250
ST237	Streets Condition Assessment	300,000	
ST238	Embarcadero Quick-Build	1,050,000	
ST239	Ocean Beach Master Plan - Sloat/Great Highway		2,250,000
ST240	Program: Citywide Vision Zero Quick Build	4,036,500	4,177,500
ST241	Program: Tenderloin Vision Zero Quick Build	1,345,500	1,392,500
ST244	Safe Streets Evaluation Program	250,000	258,125
ST245	Citywide Bike Plan	1,002,762	145,738
ST246	Visitacion Valley Community Based Transportation Plan	352,349	
ST247	Other Reserve	1,140,000	1,140,000
ST248	Vision Zero SF Motorcycle Safety Program	123,375	123,375
ST249	Existing Residents Transportation Demand Management Program	350,000	-
ST250	Bike to Work Day	41,758	41,758
ST251	Engineering Technical Feasibility and Cost Estimation for Planning Studies	150,000	
ST252	Transportation Demand Management for Tourists		130,000
ST253	Transportation Demand Management: Bicycle Outreach and Education	90,000	100,000
ST254	Travel Decision Survey	150,000	50,000
ST255	Place Based Planning Program (prev Context Sensitive Plan Program)	100,000	200,000

CIP ID	Project Name	FY 2021	FY 2022
ST256	Safe Routes to School Non-Infrastructure Project		240,000
ST257	Comprehensive Employee TDM Program	140,000	156,000
TA050	Alternative Fuel Vehicles Incentives	200,000	200,000
TA051	Taxi Stand Expansion & Renovation	30,000	30,000
TA054	Ramp Taxi Vehicle Purchase Subsidy	125,000	125,000
TA057	Open Taxi Dispatch Application Programming Interface	300,000	300,000
TF000	Transit Fixed Guideway Reserve	1,092,385	1,146,564
TF010	Surface Trackway Pavement State of Good Repair (SGR) Program	728,000	483,000
TF013	Rail Signal State of Good Repair (SGR) Program	191,063	
TF017	Traction Power State of Good Repair (SGR) Program	6,298,000	284,400
TF018	Subway Mechanical Systems State of Good Repair (SGR) Program	4,752,000	447,900
TF019	Rail Grinding State of Good Repair (SGR) Program		186,962
TF020	Fixed Guideway Capital Program Asset Condition Assessments	200,000	
TF021	Cable Car Turntable State of Good Repair (SGR) Program	1,000,000	603,700
TF022	Subway Fire Life Safety State of Good Repair (SGR) Program	1,975,000	430,250
TF023	Subway Electrical Systems State of Good Repair (SGR) Program	1,975,000	430,250
TF052	Cable Car Barn Turntable	290,000	1,230,000
TF053	Cable Car Curved Track Replacement		3,899,714
TF059	Islais Creek Bridge Overhead Reconstruction		2,930,000
TF071	San Jose Substation Phase I	1,000,000	
TF073	Subway Special Trackwork Replacement	1,848,751	4,969,254
TF081	West Portal Optimization & Crossover Activation	1,035,163	
TF090	Special Trackwork Replacement (3 Locations)	3,000,000	
TF105	SCADA Fiber Optic Power Control Conversion	1,195,000	1,475,000
TF107	Train Control System Upgrade	24,150,000	38,810,938
TF121	Cable Car Surface Planning Study	250,000	250,000
TF123	Caltrain Electrification	11,220,000	
TF129	Subway Tunnel Bore Lighting Replacement Phase II		180,000
TF130	Track Support Structure Replacement Phase III		790,000
TF131	Subway Track Switch Machines Replacement (NEW)	1,000,000	1,850,000
TF132	Ultrasonic Rail Testing Phase III	30,000	160,000
TO000	Transit Optimization & Expansion Reserve	3,189,578	2,686,000
TO011	Program: Muni Metro Subway Station Enhancement		2,900,821
TO013	Accessible Light Rail Stops	150,000	300,000
TO014	Program: Accessible Stops Spot Improvements		880,000
TO053	14 Mission: Inner Mission (11th St to Randall) Muni	1,433,905	984,934

CIP ID	Project Name	FY 2021	FY 2022
	Forward		
TO055	14 Mission: SoMa Muni Forward	100,000	-
TO057	22 Fillmore - 16th Street Muni Forward	25,985,000	1,090,766
TO058	Muni Forward OCS Spot Improvements	1,382,056	
TO059	28 19th Avenue: South of Golden Gate Park Muni Forward	18,680,000	2,459,750
TO065	30 Stockton: Van Ness Muni Forward	418,618	
TO066	7 Haight-Noriega: Haight Street Muni Forward	1,163,554	
TO067	8 Bayshore: Visitacion Valley Muni Forward	100,000	-
TO068	L Taraval Improvement Project	42,503,099	4,900,821
TO06-CF	14 Mission: Mission & S Van Ness Muni Forward	2,742,952	
TO070	27 Bryant Muni Forward	3,328,131	2,252,510
TO074	Program: Cable Car Traffic Calming & Safety Improvements	400,000	400,000
TO077	Program: Muni Quick Build and Transit Reliability Spot Improvements	3,725,011	1,150,000
TO078	Better Market Street	5,000,000	55,099,229
TO080	Geary Rapid Project (Market to Stanyan)	4,047,544	
TO081	Geary BRT Phase 2	2,064,919	3,376,185
TO082	GENEVA-HARNEY BRT STUDY	-	1,345,091
TO083	Muni Subway Expansion Project		2,744,300
TO084	Van Ness Avenue BRT	11,250,000	-
TO192	Van Ness Bus Rapid Transit: Assoc'd Imp	1,184,388	
TO198	Bus Transit Signal Priority Intersection Deployments	5,550,000	1,759,860
TO202	Geneva/San Jose M-Line Terminal	1,208,408	-
TO206	1 California Muni Forward	760,000	
TO208	30 Stockton: 3rd Street Muni Forward	-	2,640,000
TO211	J Church Muni Forward	2,903,732	2,100,000
TO212	K Ingleside Muni Forward	1,000,000	3,050,000
TO213	M Oceanview Muni Forward	1,450,000	2,240,000
TO214	N Judah: Judah Street Muni Forward		1,998,960
TO215	E/F Line Improvements: Fisherman's Wharf Relocation	350,000	250,000
TO218	Major Corridor Project Development		
TO219	M-Line Park Merced Surface Realignment	19,859,000	-
TO220	Transit Stop Enhancement Program	2,064,919	575,081
TO222	29 Sunset Muni Forward	600,000	8,000,000
TO223	Powell Street Plaza & Transit Reliability Improvements	5,550,000	6,912,379
TO229	N Judah: Judah Street Quick Build		5,000,000
TO230	Program: Transit Signals Implementation	100,000	100,000
Total		\$ 559,842,265	\$ 553,056,670

Enclosure 3

Changes to Fares, Fees, Fines, Rates and Charges

Comparative Fares

Single Ride and Monthly Pass Discount Fare Comparisons

Agency	Adult Fare	Senior Disabled Fare	Youth Fare
MTA New York City Transit (City Subway & Bus)	<u>Single Fare</u> - - \$2.75 (Metro Card) - \$3.00 (Single Ride ticket) <u>Monthly Pass</u> - \$127.00 for unlimited ride MetroCard	<u>Single Fare</u> - - \$1.35 (50% off adult fare) Monthly Pass - \$63.50	- 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.
Chicago Transit Authority	<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	<u>Single Fare</u> - - \$1.10 bus with Ventra Card - +\$0.15 for 2 transfers within 2 hours - \$1.10 for contactless bankcard/cash - no transfers - \$1.25 ("L" train) - + \$0.15 for 2 transfers within 2 hours <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.	<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.

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

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

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

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

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

Agency	Adult Fare	Senior Disabled Fare	Youth Fare
Metropolitan Transit Authority of Harris County (Houston)	<p><u>Single Fare</u> - \$1.25</p> <ul style="list-style-type: none"> - 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><u>Monthly Pass</u> - Not available</p> <ul style="list-style-type: none"> - Daily fare capped at \$3.00 that activates after traveling 3 times when using METRO Day Pass. 	<p><u>Single Fare</u> - \$0.60 with a METRO Q Fare Card or METRO Day Pass for seniors (65-69), Medicare cardholders and disabled.</p> <ul style="list-style-type: none"> - Fares paid by cash will not get the discount and free transfers. <p><u>Monthly Pass</u> - Not available</p> <ul style="list-style-type: none"> - 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><u>Single Fare</u> - \$0.60 with a METRO Q Fare Card or METRO Day Pass for students (K-12), college undergraduate and graduate.</p> <ul style="list-style-type: none"> - Fares paid by cash will not get the discount and free transfers. <p><u>Monthly Pass</u> - Not available</p> <ul style="list-style-type: none"> - Students need to apply for a METRO discount fare card. - Students do not pay more than \$1.50/day for unlimited local bus and METRORail using METRO Day Pass. -Children under 6 ride free with an adult.

Agency	Adult Fare	Senior Disabled Fare	Youth Fare
Bay Area Rapid Transit	<p><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><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><u>Single Fare</u> - - \$9 for a \$24 red ticket (62.5% discount on adult fare) or 50% discount on Youth Clipper Card for youth ages 5-18. - \$16 for a \$32 orange ticket (50% discount on adult fare) or on Youth Clipper Card for students ages 13-18 for trips to and from school, Monday - Friday. - Children under age 5 ride free.</p> <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>

Agency	Adult Fare	Senior Disabled Fare	Youth Fare
Tri-County Metropolitan Transportation District of Oregon (Portland)	<p><u>Single Fare</u> - \$2.50 for 2-1/2 hour ticket (time starts when validated at the time of purchase at a ticket machine, or upon boarding)</p> <p><u>Monthly Pass</u> - \$100 for 30-Day/1-Month Pass - 30-Day Pass may be purchased any day of the month, validated on purchase date, and good for 30 consecutive days.</p>	<p><u>Single Fare</u> - \$1.25 for 2-1/2 hour ticket with valid ID or TriMet Honored Citizen ID Card.</p> <p><u>Monthly Pass</u> - \$28 for 30-Day/1-Month Pass -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><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 (age 15-17) in the Portland Public School District with student ID Hop card ride free during the school year.</p>
San Diego Metropolitan Transit System	<p><u>Single Fare</u> - - \$2.50 (bus), no transfers - \$2.50 (trolley), ticket valid for 2 hours from time of purchase</p> <p><u>Monthly Pass</u> - \$72 Regional Adult Pass on Compass Card (\$2 fee)</p>	<p><u>Single Fare</u> - - \$1.25 (bus) with valid ID or Compass Card Photo ID - \$1.25 (trolley) with valid ID or Compass Card Photo ID</p> <p><u>Monthly Pass</u> - \$23 Regional reduced fare pass for seniors (60+), disabled, and Medicare recipients on Compass Card</p>	<p><u>Single Fare</u> - - \$2.50 (bus), no transfers - \$2.50 (trolley), ticket valid for 2 hours from time of purchase</p> <p><u>Monthly Pass</u> - \$23 Regional Youth (up to 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>

Agency	Adult Fare	Senior Disabled Fare	Youth Fare
Regional Transportation District (Denver)	<u>Single Fare</u> - \$3.00 <u>Monthly Pass</u> - \$114 - Free MallRide bus in downtown Denver - Free MetroRide bus for commuters on weekdays 5:00am - 9:08 am and 2:30pm - 6:35 pm in downtown between Civic Center station and Union station	<u>Single Fare</u> - \$1.50 for disabled, Medicare recipients, and seniors (65+) with valid ID or RTD Special Discount Card <u>Monthly Pass</u> - \$57	<u>Single Fare</u> - \$0.90 for students (6-19) with current school ID (except elementary school students) <u>Monthly Pass</u> - \$34.20 -Children under age 6 ride free with a fare-paying adult.
Santa Clara Valley Transportation Authority	<u>Single Fare</u> - \$2.50 <u>Monthly Pass</u> - \$90 Monthly Pass on Clipper Card	<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	Single Fare - \$1.25 <u>Monthly Pass</u> - \$35 Monthly Pass on Youth Clipper Card -Youth (age 5-18) need to show a valid picture I.D. -Children under age 5 ride free.
Alameda Contra-Costa Transit	<u>Single Fare</u> - - \$2.50 (cash) - \$2.25 (Clipper Card costs \$3) <u>Monthly Pass</u> - \$84.60 Adult 31-Day pass on Clipper Card	<u>Single Fare</u> - -\$1.25 (cash) -\$1.12 (Clipper Card) <u>Monthly Pass</u> - \$34.00 for calendar month - Senior Monthly pass (65+) on Senior Clipper Card -Disabled Monthly pass or RTC Clipper Card (\$3 fee)	<u>Single Fare</u> - - \$1.25 (cash) - \$1.12 (Clipper Card) <u>Monthly Pass</u> - \$34.00 for Youth 31-Day pass (age 5-18) on Clipper Card - Children under age 5 ride free.

Agency	Adult Fare	Senior Disabled Fare	Youth Fare
Golden Gate Transit	<p><u>Single Fare</u> -</p> <ul style="list-style-type: none"> - \$2.00 local fare zones 2-4 (cash) - \$1.80 local fare zones 2-4 (Clipper Card) - \$13.00 zones 5 or 6 - Sonoma county (cash) - \$10.40 zones 5 or 6 (Clipper Card) - \$5 to \$13 for intercounty travel (cash) - \$10.40 for intercounty travel (Clipper Card) <p><u>Monthly Pass</u> -</p> <ul style="list-style-type: none"> - \$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><u>Single Fare</u> - 50% discount</p> <ul style="list-style-type: none"> - \$1.00 local fare zones 2-4 for seniors (65+) with valid ID or Senior Clipper Card, and disabled with RTC Clipper Card - \$6.50 zones 5 or 6 (cash with valid ID, or Senior/RTC Clipper Card) - \$2.25 to \$6.50 for intercounty travel (cash with valid ID, or Senior/RTC Clipper Card) <p><u>Monthly Pass</u> -</p> <ul style="list-style-type: none"> - \$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><u>Single Fare</u> - 50% discount</p> <ul style="list-style-type: none"> - \$1.00 local fare zones 2-4 for youth 5-18 (cash or Youth Clipper Card) - \$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><u>Monthly Pass</u> -</p> <ul style="list-style-type: none"> - \$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.

Agency	Adult Fare	Senior Disabled Fare	Youth Fare
San Mateo County Transit District	<u>Single Fare</u> - - \$2.25 (cash) - \$2.05 (Clipper Card costs \$3) <u>Monthly Pass</u> - \$65.60 local bus - \$96 local and express buses (to/from San Francisco)	<u>Single Fare</u> - - \$1.10 (cash) for seniors (65+) with Medicare card and disabled with RTC Discount Card or disabled placard id card - \$1.00 (Clipper Card) <u>Monthly Pass</u> - \$27	<u>Single Fare</u> - - \$1.10 (cash) for youth up to 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.

Fares Policy and Pricing

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

BASIC FARE TABLE

FARE DESCRIPTION	PAYMENT METHOD	FY20	FY 2021	FY 2022
Full Fare Single Ride	Clipper/MuniMobile	\$2.50	\$2.80	\$2.90
Full Fare Single Ride	Farebox/Limited Use Ticket	\$3.00	\$3.00	\$3.00
Senior/People with Disabilities Single Ride	Clipper/MuniMobile	\$1.25	\$1.40	\$1.45
Senior/People with Disabilities Single Ride	Farebox/Limited Use Ticket	\$1.50	\$1.50	\$1.50
Lifeline Single Ride Fare	Clipper	\$1.25	\$1.35	\$1.35
Youth/Individuals experiencing homelessness Fare (Single Ride/Monthly Pass)	All	N/A	\$0.00	\$0.00
One-Day Pass (No Cable Car)	MuniMobile/Farebox	\$5.00	\$5.60	\$5.80
Adult "M" Monthly Pass	Clipper	\$81	\$86	\$88
Adult "A" Monthly Pass (+ BART within SF)	Clipper	\$98	\$103	\$106

FARE DESCRIPTION	PAYMENT METHOD	FY20	FY 2021	FY 2022
Senior/People with Disabilities Monthly Pass	Clipper	\$40	\$43	\$44
Lifeline Monthly Pass	Limited Locations	\$40	\$41	\$42
Cable Car Single Ride	All	\$8.00	\$8.00	\$9.00
Cable Car Discount Single Ride	MuniMobile	N/A	N/A	\$4.50
Off-Peak Cable Car Fare (Seniors/People with Disabilities) from 9:00 p.m. to 7:00 a.m.	On-Board	\$4.00	\$4.00	\$4.00
One Day Passport	MuniMobile	\$13	\$14	\$15
Three Day Passport	MuniMobile	\$31	\$33	\$35
Seven Day Passport	MuniMobile	\$41	\$44	\$46
One Day Passport	Clipper/Sales Kiosk/Third-Party	\$24	\$25	\$26
Three Day Passport	Clipper/Sales Kiosk/Third-Party	\$36	\$38	\$39
Seven Day Passport	Clipper/Sales Kiosk/Third-Party	\$47	\$49	\$50
Paratransit Van Services	Cash/Pre-Paid Ticket/MuniMobile	\$2.50	\$2.75	\$2.75
Paratransit Taxi Services	Paratransit Debit Card	\$6 (\$30 Value)	\$6 (\$30 Value)	\$6 (\$30 Value)

FARE PAYMENT OPTIONS

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

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

FARE CATEGORIES

1. FULL FARE – Adults aged 19 to 64 years of age. Fares shall be rounded to the nearest \$0.05, \$0.10, or \$0.25 increment for single ride fares and \$1.00 for all other fares and passes.
2. REDUCED FARE – Reduced fare shall be one-half of the Full Fare, rounded to the nearest \$0.05 or \$0.10 increment for single ride fares and \$1.00 for all other fares and passes such that the fare does not exceed fifty-percent of the Full Fare. A customer may qualify for the Reduced Fare by meeting or possessing one of the requirements below. Proof of age or appropriate identification is required when requested by an operator or fare inspector. For use on Clipper, special application requirements apply (www.clippercard.com).
 - a. Senior – 65 years of age or older.
 - b. People with Disabilities – Customers with qualifying disabilities. Regional Transit Connection (RTC) card required for use on Clipper. For farebox or limited use ticket payment, RTC or Medicare card, state DMV issued Disability parking placard or discount transit card issued by another transit agency is accepted for eligibility. Disability attendants are eligible for same reduced fare when accompanying a qualified RTC card holder.
3. LIFELINE/LOW-INCOME – Customers at or below 200% of poverty. Application and certification requirements apply (www.sfmta.com/lifeline). Fare shall be one half of the Full Fare, rounded to the nearest \$0.05 or \$0.10 increment for single ride fares and \$1.00 for all other fares and passes such that the fare does not exceed fifty-percent of the Full Fare.
4. PARATRANSIT – Customers who are unable, due to their disability, to independently use accessible fixed route services some or all of the time. Services include shared ride, group van, and taxi services. Application and certification requirements apply (www.sfparatransit.com).
5. FREE FARE – The individuals and members of groups listed below are eligible to ride Muni for free:
 - a. Children/Youth under 19 years old.
 - b. Seniors and People with Disabilities at or below 100% Bay Area Median Income. Available for San Francisco residents only. Application and certification requirements apply (www.sfmta.com/freemuni)
 - c. Individuals experiencing homelessness as certified by the Department of Homelessness and Supportive Services .
 - d. San Francisco Police and Sheriff Deputies presenting a regulation seven pointed star and in full uniform.
 - e. Active employees of the SFMTA.
 - f. Dependents of active full-time SFMTA TWU Local 250A employees.
 - g. SFMTA TWU Local 250A retirees.

FARES AND PRODUCTS

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

FARE PRODUCTS (LIMITED AVAILABILITY)

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

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

INTER-AGENCY DISCOUNTS

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

SPECIAL FARES

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

ANIMALS ON Muni

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

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

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

PROOF OF PAYMENT

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

INSTITUTIONAL PASS PROGRAM

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

THIRD PARTY SALES COMMISSION

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

BULK DISCOUNT

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

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

Bulk rate purchases are non-refundable.

REFUNDS/REPLACEMENTS

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

ADOPTION OF FARES

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

The following policies apply to setting certain fares and products:

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

EFFECTIVE DATE

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

New Fees with Collateral Revenues

Revenue Items not Included in the Baseline operating budget (\$ millions)

Proposal	Description	Annual Net Revenue/(Cost) Estimate FY 2021	Annual Net Revenue/(Cost) Estimate FY 2022
Raise Variable Parking Meter Rates Caps	This option will raise variable parking meter rates (demand responsive pricing) to a maximum of \$9 per hour in FY 2021 and a maximum of \$10 per hour in FY 2022. The current maximum variable parking meter rate is \$8 per hour. This option will mitigate traffic and ensure that parking spaces are regularly accessible to commercial corridor patrons and disabled placard users during business hours	\$0.08M	\$0.08M
Sunday Parking Meter Operation and Enforcement	This option will align parking meter operational hours with contemporary Sunday business hours, limited to specific, high-traffic commercial corridors that require congestion mitigation and where resident businesses will receive the greatest benefits of increased parking availability.	\$1.5M	\$5.0M
Enhanced Demand Responsive Pricing in Garages	This option will more assertively pursue the existing demand-responsive policy; move transient rates into whole dollars and increase monthly rates quarterly at waitlist locations.	\$3.0M	\$4.0M

Proposal	Description	Annual Net Revenue/(Cost) Estimate FY 2021	Annual Net Revenue/(Cost) Estimate FY 2022
Evening Parking Meter Operation and Enforcement	<p>This option will align parking meter operational hours with contemporary evening business hours, limited to specific, high-traffic commercial corridors that require congestion mitigation and where resident businesses will receive the greatest benefits of increased parking availability.</p> <p>Evening hours in limited areas will be Monday through Saturday from 6pm to 10pm.</p> <p>Evening metering would be implemented using a phased approach, where extended hours are incrementally introduced.</p>	\$4M	\$8M

Cost Recovery Fees

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

Cost recovery program labor costs were calculated by surveying the total staff hours utilized to run each program in FY 2019; these total staff hours were used as the basis to project labor costs for FY 2021 and FY 2022. Labor costs, benefits, and overhead costs were increased according to SFMTA's labor agreements. Program costs also account for any known programmatic or policy changes where it is reasonable to assume that these changes will lead to increased or decreased costs. AIPP is applied to select cost recovery programs to increase fees at a rate no higher than increased costs to the agency, in order to meet SFMTA's policy goals.

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

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

Residential Parking Permit Program (including Residential, Visitor, Business and Commercial Permit Fees): The Residential Parking Program was established in 1976 to provide greater parking availability for City residents and merchants by discouraging long-term parking by non-residents or commuters. Presently there are 31 residential parking permit areas in the City, plus one additional permit area under review. These parking permit fees are a cost recovery fee and

proposed increases will offset the actual costs for enforcement and other expenses associated with the administration of the Residential Parking Program.

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

Residential Parking Permits	Current Fee	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
Motorcycle (Annual)	\$108	\$113	\$119
Motorcycle (Six-Months)	\$54	\$57	\$60
Resident/Business/Commercial Vehicle/School/Fire Station/Foreign Consulate/Medical & Childcare Provider (Annual)	\$144	\$152	\$160
Resident/Business/Commercial Vehicle/School/Fire Station/Foreign Consulate/Medical & Childcare Provider (Six months or less)	\$71	\$75	\$79
1- Day Flex Permit (price per permit for permits 1-5 purchased in a year)	\$6	\$7	\$7
1- Day Flex Permit (price per permit for permits 6-15 purchased in a year)	\$8	\$9	\$9
1- Day Flex Permit (price per permit for permits 16-20 purchased in a year)	\$13	\$14	\$15
Temporary/Visitor (2 weeks)	\$51	\$54	\$57
Temporary/Visitor (4 weeks)	\$73	\$77	\$81
Temporary/Visitor (6 weeks)	\$94	\$99	\$104
Temporary/Visitor (8 weeks)	\$123	\$129	\$135
Permit Transfer	\$24	\$25	\$26
Vanpool Permit-One Year	\$144	\$152	\$160
Vanpool Permit-Less than 6 Months	\$71	\$75	\$79
Farmer's Permit (quarterly)	\$224	\$235	\$247

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

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

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

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

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

Color Curb Program White or Green Zones	Current Fee	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
White/Green Zones Application Fee: Flat Rate All Lengths	\$2,253	\$750	\$775

Color Curb Program White or Green Zones	Current Fee	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
Taxi Stand Application Fee	\$1,127		
White or Green Zones Paint/Installation/Renewal Fee			
Payment within 30 Days from Invoice date			
per 22 linear feet or fraction thereof	\$609	\$500	\$525
23-44 Feet	\$1,221	\$1,221	\$1,221
45-66 Feet	\$1,831	\$1,831	\$1,831
>66 Feet	\$2,440	\$2,440	\$2,440
Payment After 30 Days from Invoice date			
1-22 Feet	\$673	\$673	\$673
23-44 Feet	\$1,350	\$1,350	\$1,350
45-66 Feet	\$2,023	\$2,023	\$2,023
>66 Feet	\$2,695	\$2,695	\$2,695
Renewal Fee, every 2 years after installation, per 22 linear feet or fraction thereof	NA	\$500	\$525
Green Zones Paint/Installation/Renewal Fee			
Payment within 30 Days from Invoice date			
1-22 Feet	\$558	\$500	\$525
23-44 Feet T	\$1,118	\$1,118	\$1,118
45-66 Feet	\$1,676	\$1,676	\$1,676
>66 Feet	\$2,234	\$2,234	\$2,234
Payment After 30 Days from Invoice date			
1-22 Feet	\$617	\$617	\$617
23-44 Feet	\$1,238	\$1,238	\$1,238
45-66 Feet	\$1,854	\$1,854	\$1,854
>66 Feet	\$2,470	\$2,470	\$2,470
Renewal Fee, every 2 years after installation, per 22 linear feet or fraction thereof	NA	\$500	\$525
Driveway Red Zone			
Application Processing Fee	\$252	\$250	\$255

Color Curb Program White or Green Zones	Current Fee	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
Painting Fee - Initial Painting per 6 linear feet or fraction thereof	\$234	\$225	\$230

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

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

Temporary Street Closure Fees	Current Fee	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
Neighborhood Block Party			
More than 120 days in advance	\$99	\$50	\$50
90-120 days in advance	\$200	\$75	\$75
60-89 days in advance	\$325	\$100	\$100
30-59 days in advance	\$450	\$150	\$150
Fewer than 30 days in advance	\$875	\$300	\$350
Community Events			
More than 120 days in advance		\$100	\$100
90-120 days in advance		\$150	\$150
60-89 days in advance		\$200	\$200
30-59 days in advance		\$250	\$300
7-29 days in advance		\$300	\$500
Fewer than 7 days in advance		\$500	\$750
Special Events			
More than 120 days in advance	\$600	\$1,100	\$1,100
90-120 days in advance	\$850	\$1,250	\$1,325
60-89 days in advance	\$1,100	\$1,500	\$1,600
30-59 days in advance	\$1,350	\$1,750	\$2,000
7-29 days in advance	\$1,575	\$2,000	\$2,200
Fewer than 7 days in advance	\$2,500	\$2,500	\$2,750

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

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

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

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

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

Plan tiers are being consolidated to lower the highest processing fee assessed by \$50, while lowering the processing fees for those owing in the range from \$151 to \$600 in fine amounts by \$25.

Program	Current Fee	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
Payment Plan			
Fee Per Plan-Low Income	\$5	\$5	\$5
Fee Per Plan-Standard	\$25	\$25	\$25
Community Service Plan*			

Program	Current Fee	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
Community Service Plan \$300 or less Owed	\$25	\$26	\$27
Community Service Plan \$301 to \$600 Owed	\$50	\$52	\$54
Community Service Plan \$601 to \$1,000 Owed	\$75	\$77	\$79

*One fee waiver per year for low income customers.

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

The standard boot removal fee will be increased to achieve cost recovery for this program in FY 2021 and FY 2022.

Description	Current Fee	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
Standard Boot Removal Fee	\$515	\$525	\$550
Low Income Boot Removal Fee	\$75	\$75	\$75
One-Time Waiver Boot Removal Fee – Individuals Experiencing Homelessness	N/A	\$0	\$0

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

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

The SFMTA proposes to create a one-time tow fee waiver for HSH-approved individuals experiencing homelessness, so that the total cost of a tow is more equitable for anyone who is

unhoused. In addition, the agency proposes to increase the storage fee waiver from three to 15 days for low-income and people experiencing homelessness tows and eliminate the flatbed fee and transfer fees so that the cost of a tow is standardized.

Administrative Fees:

Description	Current Fee	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
SFMTA Administrative Fee (Low Income)	\$0	\$0	\$0
SFMTA Administrative Fee (First Time Towed)	\$211.25	\$268	\$275
SFMTA Administrative Fee (After First Time Towed for All)	\$298.75	\$318	\$325

Towing and Storage Fees

Tow Fees:

Description	Current Fee	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
Tow Fee (Light Duty)	\$238.25	\$256	\$268
Tow Fee (Medium Duty)	\$358.50	\$256	\$268
Tow Fee (Heavy Duty)	\$567.50	\$256	\$268
One-Time Tow Fee Waiver for People Certified as Experiencing Homelessness	N/A	\$0	\$0
Tow Fee (Low-Income)	N/A	\$100	\$100
Each Additional 1/4 Hour Labor Required	\$50.50	Eliminated	Eliminated
Medium Duty Vehicles Over 10,000 GVW (e.g. trucks, buses and unattached trailers) - Up to 1 Hour	\$275.75	Eliminated	Eliminated
Each Additional 1/4 Hour Labor Required	\$62.75	Eliminated	Eliminated
Heavy Duty Vehicles Over 26,000 GVW (e.g. buses, tractor trucks and/or trailers) - Up to 1 Hour	\$436.50	Eliminated	Eliminated
Each Additional 1/4 Hour Labor Required	\$76.25	Eliminated	Eliminated

Dolly	\$77.50	\$46	\$47
Flatbed	\$103.25	Eliminated	Eliminated

Towing and Storage Fees

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

Description	Current Fee	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
Storage Fee – Motorcycles/Scooters – first 24 hours or part thereof	\$20.00	\$21.50	\$22
Storage Fee – Motorcycles/Scooters – every full calendar day (or part thereof) following the first 24 hours	\$24.00	\$26	\$27
Storage Fee – Passenger/Light/Duty Vehicles (other than motorcycles/scooters) first 24 hours or part thereof	\$52.25	\$56.50	\$58
Storage Fee – Light Duty Vehicles (other than motorcycles/scooters) every full calendar day (or part thereof) following the first 24 hours	\$62.50	\$67.50	\$69.50
Storage Fee – Medium Duty Vehicles – first 24 hours or part thereof	\$72.25	\$78	\$80.50
Storage Fee – Medium Duty Vehicles – every full calendar day (or part thereof) following the first 24 hours	\$86.50	\$93.50	\$96
Storage Fee – Heavy Duty Vehicles – first 24 hours or part thereof	\$106.25	\$115	\$118
Storage Fee – Heavy Duty Vehicles – every full calendar day (or part thereof) following the first 24 hours	\$127.50	\$138	\$142

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

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

Towing and Storage Fees

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

Description	Current Fee	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
\$0 - \$249.99	\$0.00	\$45	\$45
\$250 - \$499.99	\$132.75	\$75	\$75
\$500 - \$999.99	\$173.25	\$150	\$150
\$1,000 - \$1,499.99	\$231.00	\$250	\$250
\$1,500 - \$1,999.99	\$300.00	\$350	\$350
\$2,000 - \$2,499.99	\$375.25	\$450	\$450
\$2,500 - \$4,999.99	\$473.25	\$750	\$750
\$5,000 and above	\$773.50	\$1,000	\$1,000

Lien Fees:

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

Towing and Storage Fees

Tow-Backs:

Description	Current Fee	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
Tow-back service	\$214	\$256	\$263
Tow-back service for Light Duty Vehicles – each additional 1/4 hour (or part thereof) of labor	\$58.25	Eliminated	Eliminated
Tow-back service for Medium Duty Vehicles – first hour (or part thereof) of labor	\$358.50	Eliminated	Eliminated
Tow-back service for Medium Duty Vehicles – each additional 1/4 hour (or part thereof) of labor	\$72.50	Eliminated	Eliminated
Tow-back service for Heavy Duty Vehicles – first hour (or part thereof) of labor	\$567.50	Eliminated	Eliminated
Tow-back service for Heavy Duty Vehicles – each additional 1/4 hour (or part thereof) of labor	\$88.25	Eliminated	Eliminated
Additional per-mile fee after 6 miles for any portion of tow back occurring outside the limits of the City	\$11.50	Eliminated	Eliminated

Special Collection Fee: These are fees assessed to delinquent parking citation collections. Late penalties are increased by AIIP. The Special Collections fee covers the cost of administering the program by the Treasurer's Tax Collector office, supported by SFMTA staff.

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

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

The Parklet Installation fee will increase according to AIIP.

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

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

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

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

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

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

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

Parking Meter Use fee (Section 312): Fee charged to cover lost revenue from making a parking meter unavailable for public parking. Also used to calculate the City Vehicle Parking Permit and other fees which factor the revenue lost from parking meter removal.

The Parking Meter Use Fee is based on the citywide average revenue of a parking meter in the prior fiscal year.

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

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

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

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

Description	Current Fee	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
Vehicle Press Permit	\$67	\$70	\$72

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

Description	Current Fee	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
(Establish) Parking Space for temporary relocation of colored curb zones	\$630	\$730	\$740

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

The Temporary Signage Posting Fees will increase according to AIIP.

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

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

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

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

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

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

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

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

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

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

The Motor Coach Substitution Fee will increase according to AIPP.

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

Citywide Variable Parking Meter Rates: Used by SFpark, variable parking meter rates (also known as demand-responsive pricing) uses price to regulate parking availability, opening spaces and reduces circling and double-parking; it encourages drivers to park in underused areas and garages, reducing demand in overused areas. It applies to rates for parking meters located anywhere within the boundaries of the City and County of San Francisco not under the jurisdiction of the Port of San Francisco, the Recreation and Park Department, the Golden Gate National Recreation Area, the Presidio of San Francisco, or the Treasure Island Development Authority.

Rates are currently set between \$0.50 an hour and \$8 an hour. Within that range, the rates may be adjusted periodically based on vehicle occupancy on any block or set of blocks during the hours of parking meter operation according to the following criteria: (a) if occupancy is 80% or above, rates will be increased by \$0.25 per hour; (b) if occupancy is 60% or above but below 80%, rates will not be changed; (c) if occupancy is below 60%, rates will be lowered by \$0.25 per hour. Rates shall be adjusted for any particular block or set of blocks not more than once every 28 days.

In 0.2 percent of blocks with the highest demand, the rate has hit its \$8 cap, curtailing SFMTA's capacity to manage parking availability. Raising the parking meter demand-responsive rate cap to \$9 in FY 2021 and \$10 in FY 2022 will enable SFMTA's continued management of parking demand and availability in the most-used parking blocks, while reducing congestion and encouraging use of alternative transportation modes.

Description	Current Band	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
Citywide Variable Parking Meter Rates	\$0.50-\$8	\$0.50-\$9	\$0.50-\$10

Electric Vehicle (EV) Chargers in Garages: EV chargers are provided in many public garages to support EV and Hybrid vehicle drivers who want to recharge their battery while parked during their visit to the garage. The existing EV Charging Station User fee reimburses the MTA for the cost of providing and maintaining the EV charger equipment, the network infrastructure that supports the chargers, and all management and operations. The fee for a charging session is currently capped at \$2.75 per charging session.

The Transportation Code will be amended to authorize the Director of Transportation to determine the user fee for each parking facility, which shall not exceed a maximum of \$10 per charging session. The applicable fee for each EV Charging Station will be posted next to all charging locations so that it can be easily seen and lowered or raised relative to the cost of providing the service at each location. The total user fee shall be determined by calculating (1) the cost of electricity used for a charging session, (2) an administrative fee reflecting SFMTA’s costs to manage, operate, and maintain electric vehicle charging stations, and manage the program, and (3) credit card processing fees.

Description	Current Fee	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
Electric Vehicle Charging Station User Fee Maximum	\$2.75	\$10.00	\$10.00

Non-Standard Vehicle Permit Fees: This is a permit program for privately-owned, shared vehicles for hire (Private transit vehicles or PTVs) wherein companies are required to apply for and receive a permit prior to operating private transit service within the City. This fee reimburses the SFMTA for staff time including on-street enforcement, electronic enforcement through data analysis, planning, route analysis, policy and permit review.

The Non-Standard Vehicle Permit Fees will increase according to AIPP.

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

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

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

The Planning/Development Transportation Analysis Review Fee will increase to reach full cost recovery within the program and ensure that staff are available to process review requests in a timely manner.

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

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

The Development Project Review Fee will increase to reach full cost recovery within the program and ensure that staff are available to process these analyses in a timely manner.

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

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

The Stationless Bicycle Share Program Permit fees will increase according to AIPP.

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

Powered Scooter Share Program Permit: Powered Scooter Share Operators are required to obtain this permit to offer Powered Shared Scooters for hire in San Francisco. The permit fee reimburses SFMTA for costs associated with reviewing, approving, issuing and enforcing the terms of initial permits and annual permit renewals.

The Powered Scooter Share Program Permit fees will increase according to AIPP.

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

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

The Places for People Application Fee will increase to reach 50 percent cost recovery and ensure that staff are available to process these analyses in a timely manner.

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

Service Vehicle Rental and Intellectual Property License Fees

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

Program labor costs were calculated by surveying the total staff hours utilized to run each program in FY 2019; these total staff hours were used as the basis to project labor costs for FY 2021 and FY 2022. Labor costs, benefits, and overhead costs were escalated according to SFMTA’s labor agreements. Program costs also account for any known programmatic or policy changes where it is reasonable to assume that these changes will lead to increased or decreased costs. AIPP is applied to select programs to increase fees at a rate no higher than increased costs to the agency, in order to meet SFMTA’s policy goals.

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

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

Service Vehicle Rental Fee: The amounts proposed are to recover fees associated with maintenance, operations and administering vehicle rentals. A separate category for fees entitled “Vintage Streetcar” has been created to reflect higher preparatory and chartering costs than for Historical Streetcars.

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

Description	Current Fee	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
Cable Car Two-Hour Minimum Rental Fee	\$891.50	\$937	\$957
Cable Car Each Additional Hour Rental Fee	\$445.75	\$468	\$479
Historical Streetcar Two-Hour Minimum Rental Fee	\$462.50	\$486	\$497
Historical Streetcar Each Additional Hour Rental	\$231.25	\$243	\$248
Vintage Streetcar Two-Hour Minimum Rental Fee	\$689	\$724	\$740
Vintage Streetcar Each Additional Hour Rental Fee	\$344.50	\$362	\$370
Motor Bus Two-Hour Minimum Rate	\$373.00	Eliminated	Eliminated
Motor Bus Each Additional Hour Rental Fee	\$186.50	Eliminated	Eliminated
Light Rail Vehicle Two-Hour Minimum Rate	\$791.25	Eliminated	Eliminated
Light Rail Vehicle Each Additional Hour Rental Fee	\$395.50	Eliminated	Eliminated
Trolley Bus Two-Hour Minimum Rate	\$359.00	Eliminated	Eliminated
Trolley Bus Each Additional Hour Rental Fee	\$179.50	Eliminated	Eliminated
GO-4 Two-Hour Minimum Rate	\$225.75	Eliminated	Eliminated
GO-4 Each Additional Hour Rental Fee	\$113.00	Eliminated	Eliminated

Intellectual Property License Fee (Film Permits) (e.g. for films, TV shows, ads featuring SFMTA) - fees charged by the Film Commission in conjunction with permits for filming that involve visual images of SFMTA trademarks and service marks. (Note that the SFMTA is proposing to eliminate the applicable fees for non-profits and government agencies which will be exempt from any fees.)

The Intellectual Property License Fees will increase according to AIPP each year.

Description	Current Fee	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
Television Series/Movie/Pilot/Documentary based on the project's budget (in excess of \$500,000) submitted to the Film Commission	\$1,396 per permit issued by Film Commission	\$1,467 per permit issued by Film Commission	\$1,499 per permit issued by Film Commission
Television Series/Movie/Pilot/Documentary based on the project's budget (between \$100,000 and \$500,000) submitted to the Film Commission	\$698 per permit issued by Film Commission	\$734 per permit issued by Film Commission	\$750 per permit issued by Film Commission
Television Series/Movie/Pilot/Documentary based the project's budget (less than \$100,000) submitted to the Film Commission	\$349 per permit issued by Film Commission	\$367 per permit issued by Film Commission	\$375 per permit issued by Film Commission
Commercials	\$698 per permit issued by Film Commission	\$734 per permit issued by Film Commission	\$750 per permit issued by Film Commission
Still Photography/ Corporate/Music Video/Industrial/Web Content/Short (40 minutes or less)	\$349 per permit issued by Film Commission	\$367 per permit issued by Film Commission	\$375 per permit issued by Film Commission
Travel shows promoting San Francisco, as determined by the Film Commission.	\$100 per permit issued by Film Commission	\$105 per permit issued by Film Commission	\$107 per permit issued by Film Commission

Description	Current Fee	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
By qualified students when (i) the Film Commission permit is accompanied by a letter from a college or university professor confirming that the film is a student project, and (ii) insurance coverage from the college or university is provided as determined by the Film Commission	Waived	Waived	Waived
By qualified college or university students other than as described above as determined by the Film Commission	\$58 per permit issued by Film Commission	\$61 per permit issued by Film Commission	\$62 per permit issued by Film Commission
By qualified Non-Profit or Government Agency (or Public Service Announcement) as determined by the Film Commission*	\$0	\$0	\$0

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

Citations and Fines

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

PEDESTRIANS AND SIDEWALKS

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

ON-STREET PARKING

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

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

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

OFF-STREET PARKING

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

TRANSPORTATION CODE SECTION	DESCRIPTION	Current Fine Amount	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
Div I 7.2.66	Misuse Disabled Parking Placard/License Plate	\$866	\$866	\$866
Div II 1009	SFMTA Property**	\$79	\$110	\$110

TRAFFIC REGULATIONS

TRANSPORTATION CODE SECTION	DESCRIPTION	Current Fine Amount	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
Div I 7.2.70	Obstruction of Traffic-Vehicle	\$110	\$110	\$110
Div I 7.2.71	Obstruction of Traffic Without Permit	\$654	\$687	\$702
Div I 7.3.3	Obstruction of Traffic Without Permit	\$1,000, or six months in jail, or both (4th or more offenses within one year)	\$1,000, or six months in jail, or both (4th or more offenses within one year)	\$1,000, or six months in jail, or both (4th or more offenses within one year)
Div I 7.2.72	Driving in Transit-Only Area	\$85	\$89	\$91
Div I 7.2.73	Driving Through Parades	\$100	\$100	\$100
Div I 7.2.74	Streetcar Right- of-Way	\$100	\$100	\$100
Div I 7.2.75	Passing Safety Zones	\$100	\$100	\$100
Div I 7.2.76	Removal of Vehicles- Collision	\$100	\$100	\$100
Div I 7.2.77	Weight Restricted Streets	\$100	\$100	\$100

COMMERCIAL VEHICLES

Div I 7.2.80	Vehicles for Hire Parking	\$110	\$110	\$110
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TRANSPORTATION CODE SECTION	DESCRIPTION	Current Fine Amount	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
Div I 7.2.81	Advertising Sign	\$110	\$110	\$110
Div I 7.2.82	Selling from Vehicle	\$110	\$110	\$110
Div I 7.2.83	Truck Loading	\$106	\$110	\$110
Div I 7.2.84	Commercial Vehicle Parking	\$110	\$110	\$110
Div I 7.2.86	Idling Engine While Parked	\$100	\$105	\$107
Div I 7.2.87	Commercial Passenger Vehicle Street Restrictions	\$110	\$110	\$110
Div I 7.2.88	For Sale Sign*	\$72	\$72	\$72

TRANSIT VIOLATIONS

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

California Vehicle Code Penalty Schedule ***

CODE SECTION	DESCRIPTION	Current Fine Amount	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
VC4461C	Displaying Placard Not Issued to Person	\$866	\$866	\$866
VC4462B	Improper Registered Plates	\$121	\$121	\$121
VC4463C	Fraudulent Display of Placard	\$866	\$866	\$866
VC4464	Altered Plates	\$121	\$121	\$121
VC5200	Display License Plates	\$121	\$121	\$121
VC5201	Plates/Mounting	\$121	\$121	\$121
VC5201B	Plate Cover	\$121	\$121	\$121
VC5202	No Plates	\$121	\$121	\$121
VC5204A	Tabs	\$121	\$121	\$121
VC21113A	School/Pub Ground	\$85	\$89	\$91
VC21211 (38N)	Bicycle Path/Lanes**	\$142	\$162	\$162
VC22500A	Parking in Intersection	\$110	\$110	\$110
VC22500B	Parking in Crosswalk	\$110	\$110	\$110
VC22500C	Safety Zone	\$110	\$110	\$110
VC22500D	15 ft. Fire Station	\$110	\$110	\$110
VC22500E	Driveway	\$110	\$110	\$110
VC22500F	On Sidewalk	\$110	\$110	\$110
VC22500G	Excavation	\$72	\$76	\$77
VC22500H	Double Parking	\$110	\$110	\$110
VC22500I	Bus Zone**	\$288	\$350	\$357

CODE SECTION	DESCRIPTION	Current Fine Amount	FY 2021 Proposed Effective July 1, 2020	FY 2022 Proposed Effective July 1, 2021
VC22500J	Tube or Tunnel	\$72	\$76	\$77
VC22500K	Bridge	\$72	\$76	\$77
VC22500L	Wheelchair Access	\$288	\$400	\$416
VC22500.1 (32.4.A)	Parking in Fire Lane	\$90	\$95	\$97
VC22502A	Over 18 inches From Curb	\$72	\$76	\$77
VC22502B	Wrong Way Parking	\$72	\$76	\$77
VC22502E	One-Way Road/Parking	\$72	\$76	\$77
VC22505B	Unauthorized Stopping	\$72	\$76	\$77
VC22507.8A	Parking in blue zone*	\$866	\$400	\$416
VC22507.8B	Blocking Access to Blue Zone*	\$866	\$400	\$416
VC22507.8C	Parking in the crosshatch area adjacent to a blue zone*	\$866	\$400	\$416
VC22514	Fire hydrant	\$110	\$110	\$110
VC22515A	Unattended motor vehicles	\$106	\$110	\$110
VC22515B	Unsecured motor vehicles	\$106	\$110	\$110
VC22516	Locked vehicles	\$85	\$89	\$91
VC22521	Railroad tracks	\$110	\$110	\$110
VC22522	W/3 ft. wheelchair ramp*	\$298	\$298	\$298
VC22523A	Abandoned vehicle/highway	\$229	\$241	\$246
VC22523B	Abandoned vehicle/public or private prop	\$229	\$241	\$246
VC22526A	Block/intersection**	\$110	\$110	\$110
VC22526B	Block/intersection while Turning**	\$110	\$110	\$110
VC23333	Park/Vehicle Crossing	\$85	\$162	\$162

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

Off-Street Parking Rates and Fees

Garage Rates

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

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

16th & Goff St Garage

Transient rates	Current Year	FY 2021 Rate	FY 2022 Rate
Midnight-9am hourly	<i>SFpark</i> program	*	*
9am-Noon hourly	<i>SFpark</i> program	*	*
Noon-3pm hourly	<i>SFpark</i> program	*	*
3pm-6pm hourly	<i>SFpark</i> program	*	*
6pm-Midnight hourly	<i>SFpark</i> program	*	*
Daily Maximum/Lost Ticket	<i>SFpark</i> program	*	*
Enter before 8:30am (stay at least	<i>SFpark</i> program	*	*
Exit after 6:30pm (stay at least 3 hours)	<i>SFpark</i> program	*	*
Monthly	Current Year	FY 2021 Rate	FY 2022 Rate
Reserved	<i>SFpark</i> program	*	*
Regular	<i>SFpark</i> program	*	*
Carshare / Car Pool	<i>SFpark</i> program	*	*
Mon-Fri Daytime	<i>SFpark</i> program	*	*
Other	Current Year	FY 2021 Rate	FY 2022 Rate
Late Monthly Payment	\$38	\$40	\$41
New Account Activation Fee	\$38	\$40	\$41
Access Card Replacement	\$38	\$40	\$41
Reopening Garage	\$60	\$63	\$65
No-key Valet Parking	\$38	\$40	\$41
Special Event Rate	\$7-\$55	\$8-\$58	\$8-\$59

Civic Center Garage

Transient rates	Current Year	FY 2021 Rate	FY 2022 Rate
Midnight-9am hourly	SFpark program	*	*
9am-Noon hourly	SFpark program	*	*
Noon-3pm hourly	SFpark program	*	*
3pm-6pm hourly	SFpark program	*	*
6pm-Midnight hourly	SFpark program	*	*
Daily Maximum/Lost Ticket	SFpark program	*	*
Early Bird (enter before 8:30am,	SFpark program	*	*
Motorcycle (daily)	SFpark program	*	*
Enter before 8:30am (stay at least	SFpark program	*	*
Exit after 6:30pm (stay at least 3	SFpark program	*	*
Monthly	Current Year	FY 2021 Rate	FY 2022 Rate
Reserved	SFpark program	*	*
Regular	SFpark program	*	*
Carshare / Car Pool	SFpark program	*	*
Resident	SFpark program	*	*
Motorcycle	SFpark program	*	*
Other	Current Year	FY 2021 Rate	FY 2022 Rate
Late Monthly Payment	\$38	\$40	\$41
New Account Activation Fee	\$38	\$40	\$41
Access Card Replacement	\$38	\$40	\$41
Reopening Garage	\$60	\$63	\$65
No-key Valet Parking	\$38	\$40	\$41
Special Event Rate	\$7-\$55	\$8-\$58	\$8-\$59

Ellis-O'Farrell Garage

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

Transient rates	Current Year	FY 2021 Rate	FY 2022 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	*	*
Reserved	SFpark program	*	*
Regular	SFpark program	*	*
Carshare / Car Pool	SFpark program	*	*
Motorcycle	SFpark program	*	*
Other	Current Year	FY 2021 Rate	FY 2022 Rate
Late Monthly Payment	\$38	\$40	\$41
New Account Activation Fee	\$38	\$40	\$41
Access Card Replacement	\$38	\$40	\$41

Other	Current Year	FY 2021 Rate	FY 2022 Rate
Reopening Garage	\$60	\$63	\$65
No-key Valet Parking	\$38	\$40	\$41
Special Event Rate	\$7-\$55	\$8-\$58	\$8-\$59

Fifth & Mission Garage

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

Other	Current Year	FY 2021 Rate	FY 2022 Rate
Late Monthly Payment	\$38	\$40	\$41
New Account Activation Fee	\$38	\$40	\$41
Access Card Replacement	\$38	\$40	\$41
Reopening Garage	\$60	\$63	\$65
No-key Valet Parking	\$38	\$40	\$41
Special Event Rate	\$7-\$55	\$8-\$58	\$8-\$59

Golden Gateway Garage

Transient rates	Current Year	FY 2021 Rate	FY 2022 Rate
Midnight-9am hourly	SFpark program	*	*
9am-Noon hourly	SFpark program	*	*
Noon-3pm hourly	SFpark program	*	*
3pm-6pm hourly	SFpark program	*	*
6pm-Midnight hourly	SFpark program	*	*
Weekend (daily)	SFpark program	*	*
Daily Maximum/Lost Ticket	SFpark program	*	*
Early Bird (enter before 8:30am, exit before close)	SFpark program	*	*
Motorcycle (daily)	SFpark program	*	*
Park & Ride validation (daily)	SFpark program	*	*
Enter before 8:30am (stay at least 3 hours)	SFpark program	*	*
Exit after 6:30pm (stay at least 3 hours)	SFpark program	*	*
Monthly	Current Year	FY 2021 Rate	FY 2022 Rate
Reserved	SFpark program	*	*
Regular	SFpark program	*	*
Carshare / Car Pool	SFpark program	*	*
Mon-Fri Evening	SFpark program	*	*
Motorcycle	SFpark program	*	*
Other	Current Year	FY 2021 Rate	FY 2022 Rate
Late Monthly Payment	\$38	\$40	\$41
New Account Activation Fee	\$38	\$40	\$41
Access Card Replacement	\$38	\$40	\$41
Reopening Garage	\$60	\$63	\$65
No-key Valet Parking	\$38	\$40	\$41
Special Event Rate	\$7-\$55	\$8-\$58	\$8-\$59

Japan Center Garage

Transient rates	Current Year	FY 2021 Rate	FY 2022 Rate
Midnight-9am hourly	SFpark program	*	*
9am-Noon hourly	SFpark program	*	*
Noon-3pm hourly	SFpark program	*	*
3pm-6pm hourly	SFpark program	*	*
6pm-Midnight hourly	SFpark program	*	*
Daily Maximum/Lost Ticket	SFpark program	*	*
Early Bird (enter before 8:30am, exit before close)	SFpark program	*	*
Motorcycle (daily)	SFpark program	*	*
Enter before 8:30am (stay at least 3 hours)	SFpark program	*	*
Exit after 6:30pm (stay at least 3 hours)	SFpark program	*	*
Monthly	Current Year	FY 2021 Rate	FY 2022 Rate
Reserved	SFpark program	*	*
Regular	SFpark program	*	*
Carshare / Car Pool	SFpark program	*	*
Mon-Fri	SFpark program	*	*
Motorcycle	SFpark program	*	*
Other	Current Year	FY 2021 Rate	FY 2022 Rate
Late Monthly Payment	\$38	\$40	\$41
New Account Activation Fee	\$38	\$40	\$41
Access Card Replacement	\$38	\$40	\$41
Reopening Garage	\$60	\$63	\$65
No-key Valet Parking	\$38	\$40	\$41
Special Event Rate	\$7-\$55	\$8-\$58	\$8-\$59

Lombard Street Garage

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

Exit after 6:30pm (stay at least 3	SFpark program	*	*
Monthly	Current Year	FY 2021 Rate	FY 2022 Rate
Reserved	SFpark program	*	*
Regular	SFpark program	*	*
Carshare / Car Pool	SFpark program	*	*
Motorcycle	SFpark program	*	*
Other	Current Year	FY 2021 Rate	FY 2022 Rate
Late Monthly Payment	\$38	\$40	\$41
New Account Activation Fee	\$38	\$40	\$41
Access Card Replacement	\$38	\$40	\$41
Reopening Garage	\$60	\$63	\$65
No-key Valet Parking	\$38	\$40	\$41
Special Event Rate	\$7-\$55	\$8-\$58	\$8-\$59

Mission-Bartlett Garage

Transient rates	Current Year	FY 2021 Rate	FY 2022 Rate
Midnight-9am hourly	SFpark program	*	*
9am-Noon hourly	SFpark program	*	*
Noon-3pm hourly	SFpark program	*	*
3pm-6pm hourly	SFpark program	*	*
6pm-Midnight hourly	SFpark program	*	*
Daily Maximum/Lost Ticket	SFpark program	*	*
Enter before 8:30am (stay at least 3 hours)	SFpark program	*	*
Exit after 6:30pm (stay at least 3 hours)	SFpark program	*	*
Monthly	Current Year	FY 2021 Rate	FY 2022 Rate
Reserved	SFpark program	*	*
Regular	SFpark program	*	*
Carshare / Car Pool	SFpark program	*	*
Mon-Fri Daytime	SFpark program	*	*
Mon-Fri Evening	SFpark program	*	*
Motorcycle	SFpark program	*	*
Other	Current Year	FY 2021 Rate	FY 2022 Rate
Late Monthly Payment	\$38	\$40	\$41
New Account Activation Fee	\$38	\$40	\$41
Access Card Replacement	\$38	\$40	\$41
Reopening Garage	\$60	\$63	\$65
No-key Valet Parking	\$38	\$40	\$41
Special Event Rate	\$7-\$55	\$8-\$58	\$8-\$59

Moscone Center Garage

Transient rates	Current Year	FY 2021 Rate	FY 2022 Rate
Midnight-9am hourly	SFpark program	*	*
9am-Noon hourly	SFpark program	*	*
Noon-3pm hourly	SFpark program	*	*
3pm-6pm hourly	SFpark program	*	*
6pm-Midnight hourly	SFpark program	*	*
Daily Maximum/Lost Ticket	SFpark program	*	*
Early Bird (enter before 8:30am, exit before close; does not apply on days when the Moscone Center is hosting a major event)	SFpark program	*	*
Enter before 8:30am (stay at least 3 hours)	SFpark program	*	*
Exit after 6:30pm (stay at least 3 hours)	SFpark program	*	*
Monthly	Current Year	FY 2021 Rate	FY 2022 Rate
Reserved	SFpark program	*	*
Regular	SFpark program	*	*
Carshare / Car Pool	SFpark program	*	*
Other	Current Year	FY 2021 Rate	FY 2022 Rate
Late Monthly Payment	\$38	\$40	\$41
New Account Activation Fee	\$38	\$40	\$41
Other	Current Year	FY 2021 Rate	FY 2022 Rate
Access Card Replacement	\$38	\$40	\$41
Reopening Garage	\$60	\$63	\$65
No-key Valet Parking	\$38	\$40	\$41
Special Event Rate	\$7-\$55	\$8-\$58	\$8-\$59

North Beach Garage

Transient rates	Current Year	FY 2021 Rate	FY 2022 Rate
0-1 Hour	SFpark program	*	*
1-2 Hours	SFpark program	*	*
2-3 Hours	SFpark program	*	*
3-4 Hours	SFpark program	*	*
4-5 Hours	SFpark program	*	*
5-6 Hours	SFpark program	*	*
6-7 Hours	SFpark program	*	*
7-8 Hours	SFpark program	*	*
8-9 Hours	SFpark program	*	*

Transient rates	Current Year	FY 2021 Rate	FY 2022 Rate
9-10 Hours	SFpark program	*	*
Daily Maximum/Lost Ticket	SFpark program	*	*
Early Bird	SFpark program	*	*
Motorcycle (daily)	SFpark program	*	*
Monthly	Current Year	FY 2021 Rate	FY 2022 Rate
Reserved	SFpark program	*	*
Regular	SFpark program	*	*
Carshare / Car Pool	SFpark program	*	*
Restricted (weekend and evening: enter after 6pm/exit by 9am next day)	SFpark program	*	*
Motorcycle	SFpark program	*	*
Other	Current Year	FY 2021 Rate	FY 2022 Rate
Late Monthly Payment	\$38	\$40	\$41
New Account Activation Fee	\$38	\$40	\$41
Access Card Replacement	\$38	\$40	\$41
Reopening Garage	\$60	\$63	\$65
No-key Valet Parking	\$38	\$40	\$41
Special Event Rate	\$7-\$55	\$8-\$58	\$8-\$59

Performing Arts Garage

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

Transient rates	Current Year	FY 2021 Rate	FY 2022 Rate
Other	Current Year	FY 2021 Rate	FY 2022 Rate
Late Monthly Payment	\$38	\$40	\$41
New Account Activation Fee	\$38	\$40	\$41
Access Card Replacement	\$38	\$40	\$41
Reopening Garage	\$60	\$63	\$65
No-key Valet Parking	\$38	\$40	\$41
Special Event Rate	\$7-\$55	\$8-\$58	\$8-\$59

Polk-Bush Garage

Transient rates	Current Year	FY 2021 Rate	FY 2022 Rate
0-1 Hour	SFpark program	*	*
1-2 Hours	SFpark program	*	*
2-3 Hours	SFpark program	*	*
3-4 Hours	SFpark program	*	*
4-5 Hours	SFpark program	*	*
5-6 Hours	SFpark program	*	*
6-7 Hours	SFpark program	*	*
7-8 Hours	SFpark program	*	*
8-9 Hours	SFpark program	*	*
9-10 Hours	SFpark program	*	*
Daily Maximum/Lost Ticket	SFpark program	*	*
Early Bird (enter before 9am and exit by 7pm)	SFpark program	*	*
Overnight (Mon-Fri) (enter after 9pm and exit by 9am next day; closed Sunday)	SFpark program	*	*

Monthly	Current Year	FY 2021 Rate	FY 2022 Rate
Reserved	SFpark program	*	*
Regular	SFpark program	*	*
Carshare / Car Pool	SFpark program	*	*
Restricted (Mon-Sat – during operating hours only)	SFpark program	*	*
Restricted (Mon-Fri evening and Sat – enter after 6pm and exit by	SFpark program	*	*
Other	Current Year	FY 2021 Rate	FY 2022 Rate
Late Monthly Payment	\$38	\$40	\$41
New Account Activation Fee	\$38	\$40	\$41
Access Card Replacement	\$38	\$40	\$41
Reopening Garage	\$60	\$63	\$65

No-key Valet Parking	\$38	\$40	\$41
Special Event Rate	\$7-\$55	\$8-\$58	\$8-\$59

Portsmouth Square Garage

Transient rates	Current Year	FY 2021 Rate	FY 2022 Rate
0-1 Hour	SFpark program	*	*
1-2 Hours	SFpark program	*	*
2-3 Hours	SFpark program	*	*
3-4 Hours	SFpark program	*	*
4-5 Hours	SFpark program	*	*
5-6 Hours	SFpark program	*	*
6-7 Hours	SFpark program	*	*
7-8 Hours	SFpark program	*	*
8-9 Hours	SFpark program	*	*
9-10 Hours	SFpark program	*	*
Evenings (enter after 5pm and exit by 4am)	SFpark program	*	*
Daily Maximum/Lost Ticket	SFpark program	*	*
Monthly	Current Year	FY 2021 Rate	FY 2022 Rate
Reserved	SFpark program	*	*
Regular	SFpark program	*	*
Carshare / Car Pool	SFpark program	*	*
Restricted (Mon-Fri, 7AM-	SFpark program	*	*
Restricted (Sat-Sun, 6PM-	SFpark program	*	*
Other	Current Year	FY 2021 Rate	FY 2022 Rate
Late Monthly Payment	\$38	\$40	\$41
New Account Activation Fee	\$38	\$40	\$41
Access Card Replacement	\$38	\$40	\$41
Reopening Garage	\$60	\$63	\$65
No-key Valet Parking	\$38	\$40	\$41
Special Event Rate	\$7-\$55	\$8-\$58	\$8-\$59

St. Mary's Garage

Transient rates	Current Year	FY 2021 Rate	FY 2022 Rate
Midnight-9am hourly	SFpark program	*	*
9am-Noon hourly	SFpark program	*	*
Noon-3pm hourly	SFpark program	*	*

Transient rates	Current Year	FY 2021 Rate	FY 2022 Rate
3pm-6pm hourly	SFpark program	*	*

6pm-Midnight hourly	SFpark program	*	*
Daily Maximum/Lost Ticket	SFpark program	*	*
Early Bird (enter before 8:30am, exit before Midnight)	SFpark program	*	*
Enter before 8:30am (stay at least 3 hours)	SFpark program	*	*
Exit after 6:30pm (stay at least 3 hours)	SFpark program	*	*
Monthly	Current Year	FY 2021 Rate	FY 2022 Rate
Reserved	SFpark program	*	*
Regular	SFpark program	*	*
Carshare / Car Pool	SFpark program	*	*
Motorcycle	SFpark program	*	*
Other	Current Year	FY 2021 Rate	FY 2022 Rate
Late Monthly Payment	\$38	\$40	\$41
New Account Activation Fee	\$38	\$40	\$41
Access Card Replacement	\$38	\$40	\$41
Reopening Garage	\$60	\$63	\$65
No-key Valet Parking	\$38	\$40	\$41
Special Event Rate	\$7-\$55	\$8-\$58	\$8-\$59

SF General Hospital Garage

Transient rates	Current Year	FY 2021 Rate	FY 2022 Rate
0-1 Hour	SFpark program	*	*
1-2 Hours	SFpark program	*	*
2-3 Hours	SFpark program	*	*
3-4 Hours	SFpark program	*	*
4-5 Hours	SFpark program	*	*
5-6 Hours	SFpark program	*	*
6-7 Hours	SFpark program	*	*
7-8 Hours	SFpark program	*	*
Daily Maximum/Lost Ticket	SFpark program	*	*
Motorcycle (daily)	SFpark program	*	*
Monthly	Current Year	FY 2021 Rate	FY 2022 Rate
Regular	SFpark program	*	*
Restricted evenings	SFpark program	*	*
Carshare / Car Pool	SFpark program	*	*
Motorcycle	SFpark program	*	*
Other	Current Year	FY 2021 Rate	FY 2022 Rate
Late Monthly Payment	\$38	\$40	\$41
New Account Activation Fee	\$38	\$40	\$41

Other	Current Year	FY 2021 Rate	FY 2022 Rate
Access Card Replacement	\$38	\$40	\$41
Reopening Garage	\$60	\$63	\$65
No-key Valet Parking	\$38	\$40	\$41
Special Event Rate	\$7-\$55	\$8-\$58	\$8-\$59

Sutter Stockton Garage

Transient rates	Current Year	FY 2021 Rate	FY 2022 Rate
Midnight-9am hourly	SFpark program	*	*
9am-Noon hourly	SFpark program	*	*
Noon-3pm hourly	SFpark program	*	*
3pm-6pm hourly	SFpark program	*	*
6pm-Midnight hourly	SFpark program	*	*
Daily Maximum/Lost Ticket (Mon-Sat)	SFpark program	*	*
Daily Maximum/Lost Ticket (Sunday)	SFpark program	*	*
Motorcycle (daily)	SFpark program	*	*
Enter before 8:30am (stay at least 3 hours)	SFpark program	*	*
Exit after 6:30pm (stay at least 3 hours)	SFpark program	*	*
Monthly	Current Year	FY 2021 Rate	FY 2022 Rate
Reserved	SFpark program	*	*
Regular	SFpark program	*	*
Carshare / Car Pool	SFpark program	*	*
Motorcycle	SFpark program	*	*
Other	Current Year	FY 2021 Rate	FY 2022 Rate
Late Monthly Payment	\$38	\$40	\$41
New Account Activation Fee	\$38	\$40	\$41
Access Card Replacement	\$38	\$40	\$41
Reopening Garage	\$60	\$63	\$65
No-key Valet Parking	\$38	\$40	\$41
High Occupancy Valet Rate (must valet a minimum of 350 vehicles per month into the garage)	50% of Daily Maximum	50% of Daily Maximum	50% of Daily Maximum
Special Event Rate	\$7-\$55	\$8-\$58	\$8-\$59

Union Square Garage

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

Transient rates	Current Year	FY 2021 Rate	FY 2022 Rate
Noon-3pm hourly	SFpark program	*	*
3pm-6pm hourly	SFpark program	*	*
6pm-Midnight hourly	SFpark program	*	*
Daily Maximum/Lost Ticket	SFpark program	*	*
Motorcycle (daily)	SFpark program	*	*
Enter before 8:30am (stay at least 3 hours)	SFpark program	*	*
Exit after 6:30pm (stay at least 3 hours)	SFpark program	*	*
Monthly	Current Year	FY 2021 Rate	FY 2022 Rate
Reserved	SFpark program	*	*
Regular	SFpark program	*	*
Carshare / Car Pool	SFpark program	*	*
Motorcycle	SFpark program	*	*
Other	Current Year	FY 2021 Rate	FY 2022 Rate
Late Monthly Payment	\$38	\$40	\$41
New Account Activation Fee	\$38	\$40	\$41
Access Card Replacement	\$38	\$40	\$41
Reopening Garage	\$60	\$63	\$65
No-key Valet Parking	\$38	\$40	\$41
High Occupancy Valet Rate (must valet a minimum of 350 vehicles per month into the garage)	50% of Daily Maximum	50% of Daily Maximum	50% of Daily Maximum
Special Event Rate	\$7-\$55	\$8-\$58	\$8-\$59

Vallejo Street Garage

Transient rates	Current Year	FY 2021 Rate	FY 2022 Rate
0-1 Hour	SFpark program	*	*
1-2 Hours	SFpark program	*	*
2-3 Hours	SFpark program	*	*
3-4 Hours	SFpark program	*	*
4-5 Hours	SFpark program	*	*
5-6 Hours	SFpark program	*	*

Transient rates	Current Year	FY 2021 Rate	FY 2022 Rate
6-7 Hours	SFpark program	*	*
7-8 Hours	SFpark program	*	*
8-9 Hours	SFpark program	*	*
9-10 Hours	SFpark program	*	*
Daily Maximum/Lost Ticket	SFpark program	*	*

Transient rates	Current Year	FY 2021 Rate	FY 2022 Rate
Early Bird	SFpark program	*	*
Motorcycle (daily)	SFpark program	*	*
Monthly	Current Year	FY 2021 Rate	FY 2022 Rate
Reserved	SFpark program	*	*
Regular	SFpark program	*	*
Carshare / Car Pool	SFpark program	*	*
Restricted (weekend and evening: enter after 6pm, exit by 9am next day)	SFpark program	*	*
Other	Current Year	FY 2021 Rate	FY 2022 Rate
Late Monthly Payment	\$38	\$40	\$41
New Account Activation Fee	\$38	\$40	\$41
Access Card Replacement	\$38	\$40	\$41
Reopening Garage	\$60	\$63	\$65
No-key Valet Parking	\$38	\$40	\$41
Special Event Rate	\$7-\$55	\$8-\$58	\$8-\$59

7th & Harrison Lot

Transient rates	Current Year	FY 2021 Rate	FY 2022 Rate
0-1 Hour	SFpark program	*	*
1-2 Hours	SFpark program	*	*
2-3 Hours	SFpark program	*	*
3-4 Hours	SFpark program	*	*
4-5 Hours	SFpark program	*	*
5-6 Hours	SFpark program	*	*
6-7 Hours	SFpark program	*	*
7-8 Hours	SFpark program	*	*
8-9 Hours	SFpark program	*	*
9-10 Hours	SFpark program	*	*
Daily Maximum/Lost Ticket	SFpark program	*	*
Juror	SFpark program	*	*
Weekend, Holiday	SFpark program	*	*

Transient rates	Current Year	FY 2021 Rate	FY 2022 Rate
Early Bird	SFpark program	*	*
Motorcycle (daily)	SFpark program	*	*
Monthly			
Reserved	SFpark program	*	*
Regular	SFpark program	*	*
Carshare / Car Pool	SFpark program	*	*
Restricted (weekend and evening: enter after 6pm, exit by 9am next day)	SFpark program	*	*
Other		FY 2021 Rate	FY 2022 Rate
Late Monthly Payment	\$38	\$40	\$41
New Account Activation Fee	\$38	\$40	\$41
Access Card Replacement	\$38	\$40	\$41
Reopening Garage	\$60	\$63	\$65
No-key Valet Parking	\$38	\$40	\$41
Special Event Rate	\$7-\$55	\$8-\$58	\$8-\$59



Enclosure 4
Title VI Analysis
FY 2021 & FY 2022
Proposed Fare Changes

I. Background

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

The analysis below, to be forwarded to the Board of Directors of the San Francisco Municipal Transportation Agency (SFMTA) for review and approval on April 21, 2020, responds to the reporting requirements contained in the Federal Transit Administration's (FTA) Circular 4702.1B, "Title VI and Title VI-Dependent Guidelines," which provides guidance to transit agencies serving large urbanized areas and requires that these agencies "shall evaluate significant system-wide service and fare changes and proposed improvements at the planning and programming stages to determine whether these changes have a discriminatory impact." (Circular 4702.1B, Chapter IV-10) The FTA requires that transit providers evaluate the effects of service and fare changes on low-income populations in addition to Title VI-protected categories of race, color and national origin. In addition, once completed, SFMTA is required to submit the equity analysis to the SFMTA Board of Directors for its consideration, awareness and approval and to provide a copy of the Board resolution to the FTA as documentation. A multilingual outreach campaign to gather public comment was initiated at the beginning of the budget process and resulted in modified proposals benefiting youth, HSH-approved individuals experiencing homelessness, riders who pay cash and Lifeline pass holders.

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

This Title VI analysis includes:

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

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

II. SFMTA's Title VI-Related Policies

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

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

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

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

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

community groups if they were unable to attend the public workshops. In addition, staff presented the Title VI recommendations at the SFMTA Board of Directors meeting on Tuesday, July 16, 2013. The policies were approved at the Board of Directors meeting on August 20, 2013.

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

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

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

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

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

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

IV. Data Analysis and Methodology

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

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

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

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

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

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

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

V. Description of Proposed Fare Changes and Summary of Impacts

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

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

The following fare increases are proposed in accordance with the AIIP: one- three- and seven-day passports, cable car single ride, and off peak cable car.

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

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

The following monthly pass increases are proposed at a rate greater than AIIP: "M" Pass, "A" Pass, and Senior and People with Disabilities discount monthly passes, prepaid (Clipper and Muni Mobile) single ride, prepaid discount single ride, and paratransit single ride, In order to maintain the current fare for single ride fares paid at the farebox or single use tickets in the Muni Metro, monthly passes are being proposed to raise by AIIP at ticket vending machines, monthly passes are proposed to be raised \$1 over the AAIP increase and the discount for Clipper and MuniMobile single ride fares reduced to \$0.20 in the FY 2021 and \$0.10 in FY 2022. The following new fare instruments are proposed to promote equity goals: Free Muni for all youth under age 19; Free Muni for HSH-approved individuals experiencing homelessness.

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

Table 1 through Table 4 below include proposed fares by planned year of implementation, as well as the demographic characteristics of the customers who use each fare type. They also include a comparison of the cumulative usage of these fare types by minority and low-income customers to their representation system-wide. Consistent with SFMTA's disparate impact and disproportionate burden policies, a disparate impact and/or disproportionate burden finding is indicated if the total usage by minority and/or low-income customers deviates from their system-wide averages by eight percent or more.

Table 1 and Table 2 provide disparate impact analysis for the cumulative effects of the proposed fare changes. Table 3 and Table 4 provide disproportionate burden analysis for the cumulative effects of the proposed fare changes.

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

Fare Type	FY 2020 Current Fares	FY 2021 Proposed Fares	FY 2022 Proposed Fares	FY 2020-2022 Change	FY 2020-2022 % Change	Riders ¹	Riders Who Reported Race/Ethnicity ²	Minority Riders ³	Percent Minority ⁴
Adult Base Fare - Clipper/ Mobile Ticketing	\$2.50	\$2.80	\$2.90	\$0.40	16%	199,565	198,750	97,130	49%
Senior Base Fare - Clipper/ Mobile Ticketing	\$1.25	\$1.40	\$1.45	\$0.20	16%	3,738	3,727	1,168	31%
Disabled Base Fare - Clipper/ Mobile Ticketing	\$1.25	\$1.40	\$1.45	\$0.20	16%	569	566	353	62%
Adult “A” Monthly Pass (+ BART in SF) ⁵	\$98.00	\$103.00	\$106.00	\$8.00	8%	202,947	201,541	113,477	56%
Adult “M” Monthly Pass (Muni Only) ⁵	\$81.00	\$86.00	\$88.00	\$7.00	9%				
Senior Monthly Pass - 50% of Adult Fare	\$40.00	\$43.00	\$44.00	\$4.00	10%	8,201	8,146	4,364	54%

Fare Type		FY 2020 Current Fares	FY 2021 Proposed Fares	FY 2022 Proposed Fares	FY 2020-2022 Change	FY 2020-2022 % Change	Riders ₁	Riders Who Reported Race/Ethnicity ₂	Minority Riders ₃	Percent Minority ₄
Disabled Monthly Pass - 50% of Adult Fare		\$40.00	\$43.00	\$44.00	\$4.00	10%	46	46	34	74%
Lifeline Monthly Pass		\$40.00	\$41.00	\$42.00	\$2.00	5%	18,009	17,971	16,123	90%
Lifeline Single Ride Fare (Clipper only) ⁶		\$1.25	\$1.35	\$1.35	\$0.10	8%	18,009	17,971	16,123	90%
Cable Car Single Ride Ticket - On Board		\$8.00	\$8.00	\$9.00	\$1.00	13%	12,032	11,950	4,485	38%
Cable Car Single Ride Ticket - Pre-Paid		\$8.00	\$8.00	\$9.00	\$1.00	13%	1,758	1,758	850	48%
Passports(Vendor / Kiosk Sales)	1-Day	\$24.00	\$25.00	\$26.00	\$2.00	8%	8,091	8,016	2,627	33%
	3-Day	\$36.00	\$38.00	\$39.00	\$3.00	8%				
	7-Day	\$47.00	\$49.00	\$50.00	\$5.00	11%				
Passports	1-Day	\$13.00	\$25.00	\$26.00	\$13.00	100%				

Fare Type		FY 2020 Current Fares	FY 2021 Proposed Fares	FY 2022 Proposed Fares	FY 2020-2022 Change	FY 2020-2022 % Change	Riders ¹	Riders Who Reported Race/Ethnicity ²	Minority Riders ³	Percent Minority ⁴
(Clipper) ⁷	3-Day	\$31.00	\$38.00	\$39.00	\$8.00	26%	N/A	N/A	N/A	N/A
	7-Day	\$41.00	\$49.00	\$50.00	\$11.00	27%				
Passports (Mobile Ticketing)	1-Day	\$13.00	\$14.00	\$15.00	\$2.00	15%	262	247	105	43%
	3-Day	\$31.00	\$33.00	\$35.00	\$3.00	10%				
	7-Day	\$41.00	\$44.00	\$46.00	\$5.00	12%				
Class Pass		\$33.00	\$33.00	\$34.00	\$1.00	3%	4,119	4,106	2,468	60%
All Day Pass (MuniMobile only)		\$5.00	\$5.60	\$5.80	\$0.80	16%	N/A	N/A	N/A	N/A
Total Fare Increase							477,346	474,795	259,307	55%
Total All Fare Media ⁸							663,236	659,292	376,000	57%

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

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

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

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

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

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

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

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

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

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

1. *Riders* includes all survey responses for Youth, Seniors, and Disabled Persons; or Youth as applicable per category.
2. *Riders Who Reported Race/Ethnicity* includes responses per category who choose to report race/ethnicity.
3. *Minority Riders* includes responses per applicable category who choose to report race/ethnicity and are minority by definition.
4. *Percent Minority* is a percentage calculation of *Minority Riders* out of *Riders Who Reported Race/Ethnicity*.
5. *Cable Car Single Ride Discount Ticket for Youth, Seniors, and Disabled* is a new discount proposal; figures are based on all Youth,

Senior, and Disabled riders from 2017 Systemwide On-Board Survey.

6. Figures are based on all riders Age 18 and under from 2017 Systemwide On-Board Survey as this entire population will benefit from a free muni ride.

7. 2017 Systemwide Onboard Survey does not report data on homelessness.

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

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

Fare Type	FY 2020 Current Fares	FY 2021 Proposed Fares	FY 2022 Proposed Fares	FY 2020-2022 Change	FY 2020-2022 % Change	Riders ¹	Riders Who Reported Income ²	Low Income Riders ³	Percent Low Income ⁴
Adult Base Fare - Clipper/ Mobile Ticketing	\$2.50	\$2.80	\$2.90	\$0.40	16%	199,565	175,822	55,156	31%
Senior Base Fare - Clipper/ Mobile Ticketing	\$1.25	\$1.40	\$1.45	\$0.20	16%	3,738	2,909	478	16%
Disabled Base Fare - Clipper/ Mobile Ticketing	\$1.25	\$1.40	\$1.45	\$0.20	16%	569	496	295	59%
Adult "A" Monthly Pass (+ BART in SF) ⁵	\$98.00	\$103.00	\$106.00	\$8.00	8%	202,947	176,181	50,177	28%
Adult "M" Monthly Pass (Muni Only) ⁵	\$81.00	\$86.00	\$88.00	\$7.00	9%				

Fare Type		FY 2020 Current Fares	FY 2021 Proposed Fares	FY 2022 Proposed Fares	FY 2020-2022 Change	FY 2020-2022 % Change	Riders 1	Riders Who Reported Income 2	Low Income Riders 3	Percent Low Income 4
Senior Monthly Pass - 50% of Adult Fare		\$40.00	\$43.00	\$44.00	\$4.00	10%	8,201	6,585	2,085	32%
Disabled Monthly Pass - 50% of Adult Fare		\$40.00	\$43.00	\$44.00	\$4.00	10%	46	46	46	100%
Lifeline Monthly Pass		\$40.00	\$41.00	\$42.00	\$2.00	5%	18,009	15,584	13,032	84%
Lifeline Single Ride Fare (Clipper only) 6		\$1.25	\$1.35	\$1.35	\$0.10	8%	18,009	15,584	13,032	84%
Cable Car Single Ride Ticket - On Board		\$8.00	\$8.00	\$9.00	\$1.00	13%	12,032	9,896	3,395	34%
Cable Car Single Ride Ticket - Pre-Paid		\$8.00	\$8.00	\$9.00	\$1.00	13%	1,758	1,520	464	31%
Passports (Vendor/Kiosk)	1-Day	\$24.00	\$25.00	\$26.00	\$2.00	8%	8,091	5,466	974	18%

Fare Type		FY 2020 Current Fares	FY 2021 Proposed Fares	FY 2022 Proposed Fares	FY 2020-2022 Change	FY 2020-2022 % Change	Riders ¹	Riders Who Reported Income ²	Low Income Riders ³	Percent Low Income ⁴
Sales)	3-Day	\$36.00	\$38.00	\$39.00	\$3.00	8%				
	7-Day	\$47.00	\$49.00	\$50.00	\$3.00	6%				
Passports (Clipper) ⁷	1-Day	\$13.00	\$25.00	\$26.00	\$13.00	100%	N/A	N/A	N/A	N/A
	3-Day	\$31.00	\$38.00	\$39.00	\$8.00	26%				
	7-Day	\$41.00	\$49.00	\$50.00	\$9.00	22%				
Passports (Mobile Ticketing)	1-Day	\$13.00	\$14.00	\$15.00	\$2.00	15%	262	215	48	22%
	3-Day	\$31.00	\$33.00	\$34.00	\$3.00	10%				
	7-Day	\$41.00	\$44.00	\$46.00	\$5.00	12%				
Class Pass		\$33.00	\$33.00	\$34.00	\$1.00	3%	4,119	3,658	2,936	80%
All Day Pass (MuniMobile only)		\$5.00	\$5.60	\$5.80	\$0.80	16%	N/A	N/A	N/A	N/A
Total Fare Increase							477,346	413,962	142,118	34%
Total All Fare Media ⁸							663,236	570,959	220,699	39%

1. *Riders* includes all survey responses per fare media.
2. *Riders Who Reported Income* includes responses per fare media who choose to report income bracket.
3. *Low Income Riders* includes responses per fare media who choose to report income bracket and fall in low income category per definition.
4. *Percent Low Income* is a percentage calculation of *Low Income Riders* out of *Riders Who Reported Income* per fare media.
5. 2017 Systemwide On-Board Survey did not distinguish between "A" and "M" Monthly Pass.
6. Demographic data for *Lifeline Single Ride* is assumed same as *Lifeline Monthly Pass* survey data as the same population would benefit

from this new fare media.

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

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

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

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

1. *Riders* includes all survey responses for Youth, Seniors, and Disabled Persons; or Youth as applicable per category.
2. *Riders Who Reported Income* includes responses per category who choose to report income bracket.
3. *Low Income Riders* includes responses per applicable category who choose to report income bracket and are low income by definition.
4. *Percent Low Income* is a percentage calculation of *Low Income Riders* out of *Riders Who Reported Income*.
5. *Cable Car Single Ride Discount Ticket for Youth, Seniors, and Disabled* is a new discount proposal; figures are based on all Youth,

Senior, and Disabled riders from 2017 Systemwide On-Board Survey.

6. Figures are based on all riders Age 18 and under from 2017 Systemwide On-Board Survey as this entire population will benefit from a free muni ride.

7. 2017 Systemwide Onboard Survey does not report data on homelessness.

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

Table 5: Summary of Disparate Impact and Disproportionate Burden Analysis

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

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

All Fare Increases

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

All Fare Decreases

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

VI. Low and Moderate Income Fare Programs

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

Table 6: Muni Discount Programs

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

VII. Free Muni for HSH-approved Individuals experiencing Homelessness

Based on feedback received during the public outreach process, the SFMTA is also proposing to extend Free Muni for individuals experiencing homelessness who have been approved by the San Francisco Department of Homelessness and Supportive Housing (HSH). Through a partnership with HSH, customers seeking participation in these programs will meet with specialized HSH outreach workers & case managers and certify eligibility utilizing the existing Primary Assessment model for HSH's Coordinated Entry program for adults. The assessment includes a short set of questions that capture information about a person's current housing status, history of homelessness and length of time experiencing homelessness, health conditions, vulnerability, and barriers to obtaining housing. Additional information obtained through HSH's database system may also be used to support these responses. In addition to qualifying for the SFMTA's programs, the customer will be provided with information on other services that are available.

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

The report publishes race and ethnicity via two separate questions.

Table 7: Homeless Survey Population - Hispanic or Latinx Ethnicity

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

Table 8: Homeless Survey Population - Race

White	Minority
29%	71%

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

Table 9: 2019 Homeless Mean Monthly Income

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

VIII. Free Muni for all Youth

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

IX. Clipper/MuniMobile Single Ride Fare Discount

Beginning in January 2017, the SFMTA implemented a \$0.50 single ride fare discount for adults, and \$0.25 for youth, seniors and people with disabilities using Clipper or MuniMobile. The purpose of this discount was to incentivize pre-payment of fares, reducing the costs associated with cash fare processing and increased dwell times for transit boardings. This change has resulted in a 21% increase in cash fares and more than 70% of single ride fare transactions occurring on Clipper and MuniMobile. The SFMTA believes that reducing the discount to \$0.10 and \$0.05 over two years will maintain current usage rates, while providing much needed revenue for transit operations.

X. Public Comment and Outreach

Pursuant to Title VI of the Civil Rights Act of 1964 and its implementing regulations, as well as state and local laws, the SFMTA takes responsible steps to ensure meaningful access to the benefits, services, information, and other important portions of SFMTA’s programs and activities for low-income, minority, and limited-English proficient (LEP) individuals, and regardless of race, color or national origin. Given the diversity of San Francisco and of Muni’s ridership, the

SFMTA is strongly committed to disseminating information on both fare and service changes that is accessible to LEP individuals. The SFMTA launched a public outreach campaign at the beginning of the FY2021-FY2022 process in order to gather and consider public input on the budget and the proposed fare changes, which impacted the final proposals submitted to the SFMTA Board of Directors for its consideration and approval. Outreach dates and activities are summarized below.

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

The SFMTA collected over 200 instances of feedback, questions, comments, and concerns on its FY2021-2022 budget. The feedback was compiled and sorted into topics/ categories of concerns including: fare structure, fines and fees, extended meter hours, service changes, taxi services, safety recommendations, potential future revenue sources, hiring, capital projects, safety precautions to protect against the spread of Covid-19 and improvements to service.

In response to some of these questions and concerns, the agency adjusted its policy proposals and budget recommendations. Below is a summary of how the budget proposal specific to proposed fare changes were modified and expanded based on public feedback:

Budget Proposal 1.28.20	Public Comments	Budget Proposal 4.7.20
Automatic Indexing Implementation Plan Continues gradual annual increases Maintains current ratio between single ride fares and monthly passes Keeps current free programs as they are	Fares: Requests to freeze fares at current rates Emphasis on equity and ensuring the burden of higher fares not fall on low income individuals Prevent unnecessary citations to youth and housing insecure for fare avoidance Preference to avoid a large increase in monthly passes	Equity Clipper Extends free Muni to all youth and cuts related administrative fees Provides free muni for HSH-approved individuals experiencing homelessness Does not raise cash fare Lowers Clipper discount Modestly raises monthly passes Retains current free programs

Specific outreach activities include:

- Collateral on Muni vehicles publicizing budget feedback opportunities, including proposed service changes and notice of free language assistance:
 - 1,300 infocards posted in all vehicles, buses and Breda LRVs
 - 60 ads posted on LRV4s
 - 3,000 ads posted on buses

- Newspaper Ads in 13 newspapers, including ethnic media, publicizing budget feedback opportunities
- Social Media: Facebook ads publicizing budget feedback opportunities that reached more than 23,000 people
- Email updates to more than 20 community organizations publicizing budget feedback opportunities
- Email updates to more than 800 recipients
- Public meetings: Opportunities to provide public comment and feedback at two SFMTA Board of Directors meetings and an Online Budget Conversation with Jeff Tumlin

Table 10: Public Meetings

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

XI. Conclusion

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color or national origin in programs and activities receiving Federal financial assistance. In compliance with this law, the SFMTA has conducted a Title VI analysis on its proposed fare changes for the next two fiscal years. This analysis found there are no disparate impacts or disproportionate burdens for proposed fare increases or decreases. Until approved and finalized by the Board of Directors, any changes to the proposed fare changes will need to be reassessed to ensure the new proposals do not result in disparate impacts or disproportionate burdens and brought back before the Board for review and approval and further public comment.