



SFMTA

San Francisco Municipal Transportation Agency

FY2020-21 & FY2021-22 Parking Fees & Citations and Cost Recovery Fees

March 3, 2020

Presentation Objectives

1. Provide an overview of potential changes to SFMTA fees, fines and parking meter hours and rates for next two-year budget
2. Obtain SFMTA Board feedback and guidance, particularly regarding:
 - Targeted evening/Sunday meter hours aimed at reducing parking congestion
 - Tow program rates
 - Other changes to citations and fees

Parking Program Context

- Goals and Revenue History

Parking Policy Goals

Improve Parking Availability

Use parking prices to manage demand and availability

Reduce Congestion and Increase Safety

Reduce double parking, circling, emissions, and congestion, increase transit speeds

Encourage Alternative Modes

Incentivize people to use means other than driving

Positive Customer Experience

Improve customer service, experience, and convenience

Transparency

Apply rules-based and data-driven approaches to setting parking rates

Context

Agency Initiatives aligned with Parking Goals

Curb Management

- Curb Management Strategy
- Citywide Demand Responsive Pricing
- Parking and Loading in Muni Forward and Vision Zero projects
- Chase Center curb management
- RPP reform and Dogpatch RPP/curb management

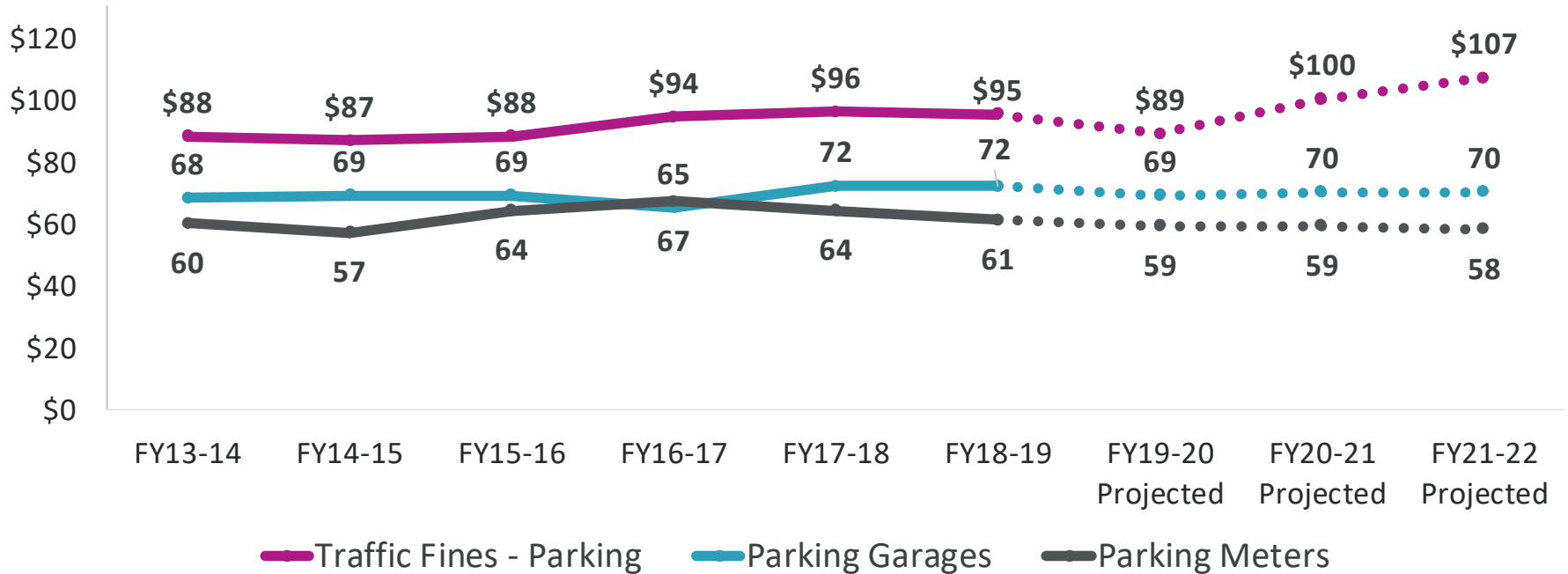
Customer Experience and Revenue Protection

- PARCS (Parking Access and Revenue Control System)
- Meter Procurement
- PCO hiring and training

Context

Parking Revenues (\$M)

Parking fee revenues are flat to slightly declining. Parking fines are projected to rise based on redoubled enforcement and staffing.



Parking Meters and Garages

- Demand Responsive Meter Caps
- Targeted Evening/Sunday Meter Hours
- Targeted Garage rate adjustments

Parking Meter Maximum Rate Caps

- *SFpark* uses demand-responsive pricing to open up parking spaces on each block and reduce circling and double-parking.
- Rates are lowered in areas with excess capacity, and raised in areas with parking congestion.
- This cap affects 558 spaces (out of 28,000 citywide). The cap was raised to \$8 in FY 20 and availability continues to be low.

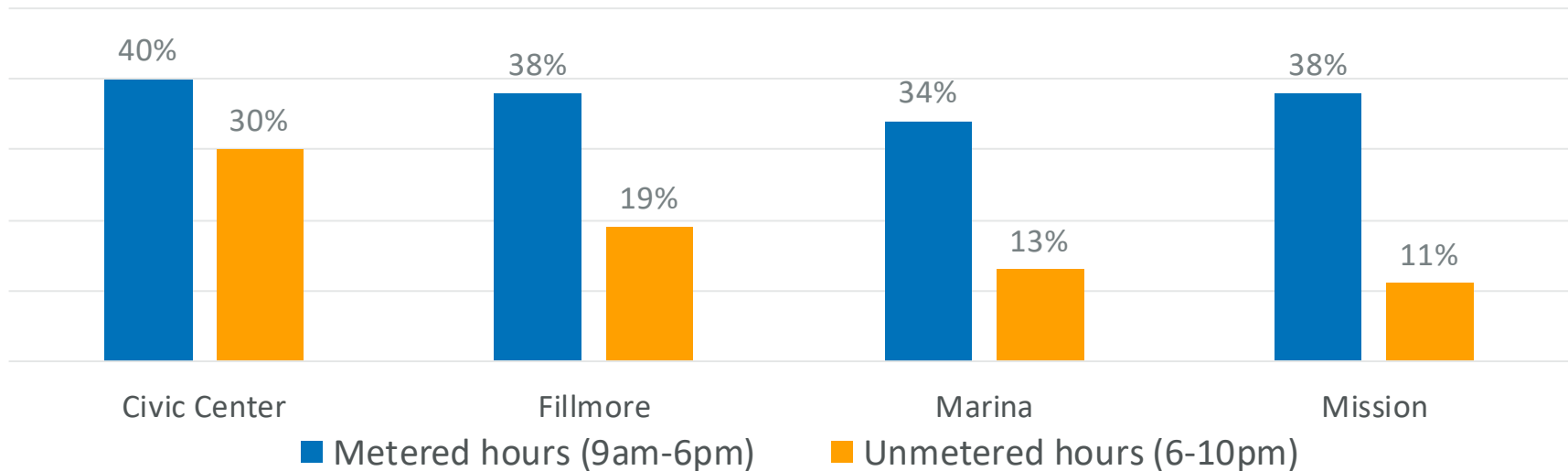
Proposal

- Raise the demand-responsive meter cap to \$9/hour in FY 21.

Aligning Parking Meter Hours with Parking Congestion

Meter Operations and Parking Availability

Parking availability drops to its lowest levels when meters cease operations at 6pm.



Negative Impacts of Decreased Parking Availability

- Increased congestion from double parking and drivers circling for spaces
- Fewer parking spaces for disabled placard users
- Reduced parking turnover, which impacts merchants

Parking Meter Hours: Evening and Sunday Options

Reach out to merchant and neighborhood associations to determine where extended meter hours would be most beneficial to businesses. Collect data and evaluate initial efforts, expand to additional areas if successful.

Proposals

Evening Option

- Meter operations Mon-Sat 6pm to 10pm in targeted commercial corridors
- Meter rates use demand-responsive pricing
- Extend short-term parking (green zones) and passenger loading (white zones) until 10pm or later, where appropriate

Sunday Option

- Meter operations Sunday (hours to be determined) in targeted commercial corridors
- Meter rates use demand-responsive pricing

Estimated additional revenue based on phase-in of targeted communities: \$3M in FY 21 and \$10M in FY 22, rising to \$17M in future years at full roll-out.

Benchmarking Against Peers with Evening/Sunday meters

Certain SF meters are already operational after 6p on weekdays and on Sundays. Other cities shown also operate meters until 8pm or later.

SF Areas

- Fisherman's Wharf
- Dogpatch
- Embarcadero
- Metered lots around the City
- Mission Bay
- Potrero Hill (18th Street)
- South Beach
- Chase Center

California

- Glendale
- Hermosa Beach
- Huntington Beach
- Long Beach
- Los Angeles
- Manhattan Beach
- Pasadena
- Sacramento
- Santa Monica
- South San Francisco
- Walnut Creek
- West Hollywood

North America

- Boston, MA
- Charlotte, NC
- Chicago, IL
- Denver, CO
- Las Vegas, NV
- Milwaukee, WI
- New York, NY
- Portland, OR
- Seattle, WA
- Toronto, Canada
- Vancouver, Canada
- Washington, DC

Garage Rate Adjustment Options

SFMTA Garage rates are currently set using *Sfpark* metrics to maximize availability. We are proposing to explore adjusting these metrics to balance targeted revenue enhancement with availability goals.

Proposal

- Pilot targeted garage rate adjustments to enhance revenue yields while balancing other Agency goals, targeting ~\$2M/year additional revenue.

Parking Citations

- Citations Overview
- Proposed Citation Adjustments
- Payment Plans
- Community Service Programs

Citations Overview

Scope: Sidewalk and parking violations, traffic obstruction, transit violations

California Uniform Bail Code: Establishes allowable fines and their range.

SF Transportation Code: Gives SFMTA authority to set fines within minimum and maximum established by Uniform Bail Code.

Proposed Adjustments (1 of 2)

Goal: Adjust fines to better align with goals and values while setting fines at a level proportional to the gravity of the offense.

Note: These proposals represent the most significant changes. The full proposed list of is provided in the Board agenda package.

Proposals

- **Blocking the Box (from \$110 to \$209):** Increase fines for blocking intersections to discourage behaviors that cause gridlock and force pedestrians outside of crosswalks.
- **Riding Scooters on Sidewalks (from \$72 to \$112):** Raise citation to same level as bicycles.
- **Parking in Bike Lanes (\$142 to \$162):** This dangerous behavior can force bicyclists to merge in and out of traffic unexpectedly, and blocks the field of vision beyond the parked vehicle.
- **Parking in a fire lane (\$90 to \$162):** Fire lanes are for fires as well as medical emergencies, blocking these lanes endangers the public.

Proposed Adjustments, disabled parking

Proposals

- **Blocking wheelchair access ramps (\$288 to \$400):** Obstructed ramps force the disabled community into the street with vehicle traffic.
- **Blocking Blue (Disabled) Zones (from \$866 to \$400):** Harmonize with similar violation while maintaining deterrent effect.

Fare Evasion- under review

- Fare evasion citation is currently \$125 for adults, \$64 for youth
- No increase is proposed.
- We will return to the Board with a comprehensive fare evasion strategy that may include changes to citation levels.
- We are continuing to explore initiatives to reduce evasion and simplify qualification for low-income programs, such as:
 - Seeking to use the school free lunch program as a way to qualify youth for Free Muni.
 - Potential to dismiss fare evasion citations for clients who qualify and sign up for Free Muni or a Lifeline pass.

Citation Payment Plans

Accommodate the financial needs of customers and support decriminalization of citations by providing options to enroll in monthly payment plans.

Limits

Up to \$1K in citations per yr. and a flat enrollment fee

Required minimum payments based on amount owed

FY18 Changes

Decreased enrollment fee to \$25 and required minimum monthly payments

Introduced low income option

FY19 Snapshot

2.5K low income plans for \$1.5M in citations
(45% failure rate)

1K standard plans for \$754,000 in citations
(54% failure rate)

FY21 & FY22

No changes planned

Citation Community Service Program

Accommodate the financial needs of customers and support decriminalization of citations by providing the option to enroll in community service.

Limits

Up to \$1K in citations per yr. and a variable enrollment fee based on amount owed

All service performed at vetted non-profits, 50% of hours performed with SFDPW or SFMTA

FY18 Changes

All enrollees credited \$15 per hour toward citations

Introduced low income option and waived enrollment fee once per year

FY19 Snapshot

987 low income plans for \$412K in citations
(24% failure rate)

1.3K standard plans for \$622,000 in citations
(18% failure rate)

FY21 & FY22

Consolidate fee tiers to eliminate the greatest fee, while lowering fees by \$25 to \$50, depending on the amount owed

Cost Recovery Fees

- Cost Recovery Fees Context
- Residential Parking Programs
- Temporary Exclusive Use of Meters
- Meter Removal Fees
- Vehicle Boot Fee
- Vehicle Tow Fee

Cost Recovery Fees Context

- California Proposition 218 (1996) limits most fees for municipal services to the amount needed to cover costs.
- SFMTA's policy is to set fees to recover agency costs except where there is an explicit SFMTA Board decision to set particular fees below cost and subsidize a program or service to meet other Agency objectives.

Residential Parking Permits

Ensure curb parking space for San Francisco residents living near commercial districts while recovering the costs of permit issuance and enforcement.

Proposal

- Raise permit fees by 5% in FY21 and FY22 to maintain cost recovery.
- A 5 percent increase would raise an auto permit from \$144 in FY2019-20 to \$152 and \$160 in FY2020-21 and FY2021-22.

Options requiring more analysis beyond this budget development period:

- Curb cut/driveway fee for use of curb.
- Replace RPP program in targeted neighborhoods with market-based pricing including equity features, targeting use of curb resource for those who need it most.

Temporary Exclusive Use (TEU) of Parking Meters

Fully compensate the public when metered spaces are privately used and meter revenue service is suspended, leading to less availability of public parking...

Proposal

- Raise fee from \$12 to \$16 per day when construction firms and others use a metered space for private purposes. New fee reflects better data on lost meter revenue.

Meter Removal Fees

Current meter removal fee is \$630. There is no separate fee for multi-space meters.

Proposal

Establish a fee for construction-related removal or relocation of large multi-space parking meters that is different from the current parking meter or pole relocation fee.

Multi-Space Parking Meter Relocation

- Implement a multi-space parking meter relocation fee of \$3,100 in FY21 and \$3,200 in FY22. These are single digital meters that serve 10+ parking spaces.

Single Parking Meter or Sign/Pole Relocation

- Raise the single parking meter, sign, or pole removal or relocation fee to \$730 in FY21 and \$740 in FY22 to provide full cost recovery.

Cost Recovery Fees

Vehicle Boot Program

- Vehicle parked illegally and has multiple prior unpaid tickets but is not blocking traffic.
- ~2,450 boots/year, of which:
 - 1,700 regular,
 - 400 low income and
 - 345 not paid, converted to tow
- Total program cost ~ \$1M, primarily labor of parking control officers and dispatchers. The proposed fee schedule provides full cost recovery.

Proposal

- Raise standard boot fee from \$515 to \$541 in FY 21 and \$553 in FY 22 to maintain full cost recovery.
- Maintain low income boot fee at \$100.

Cost Recovery Fees

Vehicle Tow Program

- ~35,300 tows/year, of which
 - 4,350 (12%) identified as low-income customers,
 - 23,600 (67%) first time tows
 - 7,350 (11%) repeat tows.
- \$574 FY 21 Average cost/tow (excluding storage and dolly/flatbed fees). This breaks out as follows:
 - \$299/tow for SFMTA labor and SFPD work order, including parking control officers, dispatchers, and administrative support.
 - \$275/tow for tow management contractor, Auto Return.
- Storage fees are currently \$52/day (first 4 hours free, fee waived 4 days for low income tows)
- Current tow contract ends March 2021. We will look for ways to reduce costs during RFP and negotiation process.

Cost Recovery Fees

Vehicle Tow Program, continued...

With current fee structure, program costs exceed revenues by ~\$4.7M

	Current Fee w/o Storage	Unrecovered Amt/tow	Annual Tows	Annual Unrecovered
Repeat Tows	\$537	\$37	4,350	(\$0.3M)
First Time Tows	\$450	\$124	23,600	(\$2.9M)
Low Income Tows	\$238	\$336	7,350	(\$1.5M)
Total			35,300	(\$4.7M)

Vehicle Tow Program, continued.

Additional Context

- Pursuant to recent discussions at the State and local level, the impact and cost of tows is recognized as a serious equity issue.
- State legislation was advanced last year that would have removed the ability to tow for several basic causes, reflecting the overall concern around these issues.
- San Francisco fees for repeat and first-time tows are highest in California (except for limited tow types in Modesto).

Changes recommended for equity reasons, which are not expected to have material revenue impacts:

1. New low one-time \$100 fee for customers certified by Department of Homelessness and Supportive Housing as experiencing homelessness.
2. Increase storage waiver for low-income clients from 4 days to 15 days.

Vehicle Tow Program, Options

Option 1: Eliminate shortfall on repeat tows to \$0 and reduce shortfall on first-time tows by \$700K for total increased recovery of \$1M.

Option 2: Reduce subsidies by additional \$1M on first-time tows, bringing overall shortfall down by \$2M.

	Count	Current Fee Structure		Option 1		Option 2	
		Admin/Tow Fee	FY 21 Shortfall	FY 21 Fees	FY 21 Shortfall	FY 21 Fees	FY 21 Shortfall
Repeat Tows	7,336	\$ 537	-\$0.3M	\$ 574	\$0.M	\$ 574	\$0.M
First Time Tows	23,622	\$ 450	-\$2.9M	\$ 480	-2.2M	\$ 520	-\$1.2M
Low Income Tows	4,352	\$ 238	-\$1.5M	\$ 238	-1.5M	\$ 238	-\$1.5M
New fee for people certified as experiencing homelessness	small #	n/a	likely small	\$ 100	likely small	\$ 100	likely small
Total	35,310		-\$4.7M		-\$3.7M		-\$2.7M

For reference, each additional \$1M recovered is equivalent to the direct costs of approximately 9 transit operators or parking control officers.

Budget Status and Next Steps

- **Big Picture:** Any revenue raised through fare, fee and fine adjustments will help maintain current services. These revenues are not sufficient to cover Muni Working Group improvement proposals and meet our state of good repair and capital improvement needs.
- We will take feedback from Board, stakeholder outreach and town hall and will bring a balanced budget proposal to Board March 17, 2020.
- In addition to the events below, meetings are being scheduled in February and March 2020 with various stakeholders, community and advocacy groups.

Budget Town Hall: Wednesday, March 11, 2020, 4-7p

Board Public Hearing: Tuesday, March 17, 2020, 1p

Finance & Administration

Committee Meeting: Wednesday, March 18, 2020, 3:30p

Citizens Advisory Council

Meeting: Thursday, April 2, 2020, 5:30p

Board Adoption: April 7, 2020, 1p (first opportunity)
April 21, 2020, 1p (second opportunity)

Submit to Mayor: No later than May 1, 2020