

THIS PRINT COVERS CALENDAR ITEM NO: _____

MUNICIPAL TRANSPORTATION AGENCY

City and County of San Francisco

DIVISION: Finance & Administration

BRIEF DESCRIPTION:

Public hearing to discuss possible revenue options for balancing the Operating Budgets for 2008-2009 and 2009-2010 including possible increases to fares, fees, fines, rates, charges, taxes and assessments.

SUMMARY:

- Under Proposition A, a ballot measure passed by the voters in November 2007, the SFMTA must submit an Operating Budget for the next two fiscal years to the Mayor and the Board of Supervisors by May 1st of each even numbered year. The Operating Budget for the second fiscal year may be amended by May 1st of each odd numbered year.
- On March 4, 2008, the SFMTA Board of Directors reviewed the Proposed Operating Budget for 2008-2009 and 2009-2010 including a projected \$15.3 million deficit and \$66.2 million deficit respectively.
- The SFMTA Board of Directors requested information on revenue options under consideration by the Revenue Panel and other possible revenue sources to balance the Proposed Operating Budgets for 2008-2009 and 2009-2010.
- There are various revenue options the SFMTA Board of Directors may wish to consider both in the short term, impacting the Proposed Operating Budgets for 2008-2009 and 2009-2010, and the long-term for future SFMTA budgets.
- Pursuant to Charter Section 16.112, a public hearing regarding possible increases to fees, fines, fares, taxes and assessments is being held at the March 18, 2008, and April 1, 2008 SFMTA Board meetings.
- Pursuant to Charter Section 16.112 and the Rules of Order of the Board of Directors, an advertisement was placed in the City’s official newspaper to provide notice that the Board of Directors will hold public hearings on March 18, 2008 and April 1, 2008, to consider possible increases to fares, fees, fines, rates, charges, taxes and assessments. The Board’s Rules of Order require that the advertisement run for at least five days and not less than fifteen days prior to the public hearings. In compliance with this requirement, the advertisement ran in the San Francisco Chronicle beginning on February 27, 2008 for a five-day period.

ENCLOSURES:

1. Exhibits 1-6
2. City Attorney Matrix on Jurisdiction Authority of various Revenue Options
3. Comparison of January 2008 Fares Across Transit Operators
4. List of Current Fares, Rates, Fines and Fees

APPROVALS:

DATE

DEPUTY OF DIVISION
PREPARING ITEM

FINANCE

EXECUTIVE DIRECTOR/CEO

SECRETARY _____

ADOPTED RESOLUTION _____

SHOULD BE RETURNED TO: Sonali Bose, Finance & Administration

ASSIGNED MTAB CALENDAR DATE: _____

EXPLANATION:

Summary of the Proposed Operating Budget for 2008-2009 and 2009-2010

Proposition A, a ballot measure approved by the voters in November 2007, includes several provisions affecting the SFMTA budget and budget process. One of the changes is that in even-numbered years, the SFMTA must submit a two fiscal year budget. In odd-numbered years, the SFMTA may submit budget amendments for the second fiscal year. As a result, the SFMTA is required to submit a balanced budget for the next two fiscal years to the Mayor and the Board of Supervisors as part of this year’s budget process.

At the March 4, 2008 SFMTA Board meeting, the Proposed Operating Budget for 2008-2009 and 2009-2010 presented included the following revenue and expenditure projections:

Projections	Proposed Operating Budget 2008-2009	Proposed Operating Budget 2009-2010
Revenues	\$771.9M	\$754.6M
Expenditures	\$787.2M	\$820.8M
Deficit	(\$15.3M)	(\$66.2M)

At the same meeting, the SFMTA Board of Directors requested information on possible revenue options to address the anticipated deficits for the next two fiscal years. The following table highlights some possible options including some of the preliminary recommendations from the Revenue Panel (see Exhibit 1) for the SFMTA Board of Directors’ to consider.

Description Of Proposal	Notes (Assumptions include current volumes)	2008-2009	2009-2010
Neighborhood Parking Permits	The cost recovery fee for a standard annual permit was set in July 2005 at \$60 which equates to \$0.16 per day for all-day parking. If set at a cost recovery amount, the fees will be \$74 for 2009 and \$76 for 2010. (See Exhibit 3)	\$1,000,000	\$1,030,000
Temporary Street Closure Permits	The cost recovery fee for a single event permit was set in April 2003 at \$100 for neighborhood block parties and 225 for other events with progressive increases for late applications. If set at cost recovery, the fees will be \$150 and \$450 for 2009 and \$150 and \$475 for 2010. (See Exhibit 3)	\$49,500	\$52,700
Color Curb Fees	The cost recovery fee was set in April 2003. (See Exhibit 3)	\$161,000	\$322,000 *\$483,000 for 2010/2011
Special Traffic Permit	The cost recovery fees for the base fee and the daily fee were set in December 2000 at \$100 and	\$193,000	\$244,500

Description Of Proposal	Notes <i>(Assumptions include current volumes)</i>	2008-2009	2009-2010
	\$20 respectively. If set at a cost recovery amount, the base fee will be \$132 and the daily fee will be \$26 for 2009 and \$136 and \$28 respectively for 2010. A late fee of \$150 is recommended for applications submitted less than two business days in advance of the work. (See Exhibit 3)		
Taxi Permit Fees	Historically each year the Board of Supervisors has set fees for Taxi permits and applications. (See Exhibit 6)	\$940,000	\$969,000
\$10 Increase for parking violations citation fines that are currently set at \$90 or below	Using data for 2006-2007 for the highest volume of citations issued. Estimate includes elasticity projections. Fees last increased July 2005. (See Exhibit 4)	\$11.5-\$12.5 million	
Increase Parking Meter Zone 3 rates from \$1.50/hr to \$2.00/hr	Parking meters rates were last raised in July 2005 by the Board of Supervisors. Parking Meter Zone 3 rates were initially proposed at \$2.00 per hour by the SFMTA but were reduced to \$1.50 per hour by the Board of Supervisors. The estimate has factored in the negative impact of the rate increase on paid occupancy per day. (See Exhibit 5)	\$1.3-\$1.5 million	
Increase Parking Meter Rates in all Zones by \$0.50	In June of 2005 the Board of Supervisors approved a \$1.00 increase in the hourly parking meter rates in parking meter zones 1, 2, and 4 and an increase of \$0.50 in parking meter zone 3. (See Exhibit 5)	\$2.5-\$3.0 million	
Increase Fast Pass fares	The industry average multiplier is 40 and Muni's historical multiplier was 35. Fast Pass rates were last raised September 2003. Using Bay Area CPI rates from 1993 (year Muni separated from the PUC) to 2007 and adjusting the 1993 \$35 Fast Pass rate, the 2008 Fast Pass Rate equals \$53. Using the average annual operator salary increase over the same period of 4%, the Fast Pass rate equals \$59.10. Figures assume a \$52 Fast Pass rate for 2009 and \$60 for 2010. (See Exhibit 2)	\$8-10 million	\$10-12 million
Increase Discount Passes for Youth, Seniors and Disabled fares	Current fares reflect a 78% discount off adult fares. FTA rules allow for a 50% discount and BART offers a 62.5% discount for seniors and disabled riders. (See Exhibit 2)	A \$15 discount pass would result in approximately \$2.5-\$2.7 million A \$20 discount pass would result in approximately \$5.4-\$5.6 million	
Sales Tax Increase	SB 566 which was signed into law by Governor Davis on October 8, 2003 authorized a combined	½ cent sales tax could generate between \$40-\$56	

Description Of Proposal	Notes <i>(Assumptions include current volumes)</i>	2008-2009	2009-2010
	city and county transactions and use tax rate up to 2.00% - i.e. Special District Sales Taxes. Currently San Francisco has 1.25% in Special District Sales Taxes leaving unused authorization of 0.75%. (See Enclosure 2)	million ¼ cent sales tax could generate between \$20-\$28 million	
Hotel or Transient Occupancy Tax Increase	City's current rate is 14%. Assuming the average hotel rate is \$180 per night, adding 1% to the hotel rate would result in an increased hotel tax of \$1.80 per night. In return, the hotels would be provided with a day pass to provide visitors. (See Enclosure 2)	A 1% increase could generate between \$10 to \$15 million	
TIDF to Cover Residential Development	The current TIDF applies to new commercial development and when there is a change in use. Change the legislation to apply to both commercial and residential developments and eliminate the change in use requirement instead setting the fee based on transit trips generated by the development. (See Enclosure 2)	Could generate one time fees of \$5-\$20 million depending on the economy	
Motor Vehicle License Fee Increase	Approximately 475,000 vehicles registered in San Francisco. Requires a change in state law. (See Enclosure 2)	\$50 fee could generate \$23.75 million and \$100 fee could generate \$47.5 million	
Automatic annual inflators for Transit Fares and Parking and Traffic Fees & Fines	Adjust Fares and Parking and Traffic Fees & Fines by the Bay Area CPI or the labor costs. Fares in the Proposed 2008-2009 Operating Budget Total \$144 million and Parking and Traffic Fees & Fines total \$245 million. Assuming 2.5% inflator for 2009-2010 Proposed Operating Budget.		\$3.6 million for Fares and \$6.1 million for Parking

Background

SFMTA currently operates a unique transportation system. The voters have mandated that the City must manage all movement on City streets, including pedestrians, bicycles, automobiles and public transit, through one agency, the SFMTA. This comprehensive mandate requires adequate resources.

In 1999, when the voters approved Proposition E, the intent was to provide adequate resources to address the findings of a 1996 report by the Budget Analyst as described below:

Included below is an excerpt from a July 1996 Board of Supervisor's Budget Analyst report which might be helpful to understand the history of the under funding of the City's unique public transit system. The full report can be found at the following link if you are interested, http://www.sfgov.org/site/budanalyst_index.asp?id=7008. The highlighted and underlined sections speak to the longstanding structural deficit and the reasons why the system is much costlier than other transit systems.

Comparison with Other Transit Properties

As part of this study, we compared the Municipal Railway with other large transit properties within the United States. Based on this comparison, MUNI is clearly one of the most complex and heavily used transit systems in the Country. The following observations, made by analyzing data compiled by the federal government, illustrate this point.

The Municipal Railway operates four separate modes of transportation (light rail, trolley bus, motor bus and cable car). This is a greater variety than any other transit agency in the Country when regional diesel rail, heavy rail and commuter rail systems are excluded from the comparison.

The Municipal Railway is the only major transit agency which operates cable cars as part of its general system of transportation services.

The Municipal Railway is one of only four major transit agencies which operate trolley buses. The others are the Southeastern Pennsylvania Transit Authority (SEPTA), the Massachusetts Bay Transit Authority (MBTA), and the Seattle-Metro Transit Authority. San Francisco operates more trolley buses than the total of the other three transit agencies combined.

The Municipal Railway operates over 100 light rail vehicles during peak travel periods. This is second only to MBTA, which operates 177 light rail vehicles during peak travel periods.

The Municipal Railway provides the greatest average number of motor bus passenger trips per hour of service of any major transit agency in the Country.

Second only to SEPTA, the Municipal Railway provides the greatest average number of trolley bus passenger trips per hour of service of any major transit agency in the Country.

The Municipal Railway provides the third greatest average number of light rail passenger trips per hour of service of any major transit agency in the Country. Only MBTA and SEPTA provide a greater number of light rail trips per hour.

In addition, MUNI faces other challenges that are uncommon for transit agencies within the United States. Services are provided in a compact geographic area, on narrow streets which are heavily congested with automobile traffic during peak hours of service. Motor and trolley buses must navigate steep hills, and maneuver through tight intersections in many locations within the City. Although not faced with winter snow and cold, as are some properties in the middle and eastern sections of the Country, in many respects the physical characteristics of San Francisco make transit services equally difficult to provide.

Broad Conclusions Regarding MUNI Operations

Based on our review of reports produced by MUNI and external review agencies, as well as additional analysis conducted by Budget Analyst staff, we have drawn the following broad conclusions regarding the operations of MUNI:

1. The Municipal Railways budget has increased at a rate below inflation during the past five years. As a result, MUNI's absolute budget has decreased during this period when adjusted for inflation.
2. MUNI has assumed responsibility for certain administrative and support functions which previously had been provided by the Public Utilities Commission (PUC) prior to 1994. The additional operating burden placed on MUNI from the assumption of these underfunded functional transfers has severely impacted the department's ability to provide reliable service to the San Francisco community.
3. The service impacts from budget reductions and the loss of PUC support has been exacerbated by an aging vehicle fleet that requires increased maintenance and repair effort to operate.
4. Many of the Municipal Railways facilities are aging and are not designed to accommodate the new equipment that is being purchased by the Department. The difficulties presented by facility condition will impact MUNI's future ability to provide reliable services.
5. The City and County has not implemented formal service reductions that will allow MUNI to efficiently operate within funding levels authorized by the Mayor and the Board of Supervisors.

These general conclusions are discussed in more detail within the body of this report. Our detailed recommendations, included at the end of each finding, provide many specific steps that MUNI should take to improve service and increase efficiency. However, we believe that unless the City and County either seriously considers targeted service reductions, or identifies additional sources of revenue to supplement current levels of General Fund support, MUNI service quality will continue to deteriorate.

The intent of Proposition E was to provide resources to meet the on-time performance and reliability performance standards. However, the resources provided were not adequate to address the historical structural deficit much less reach the new performance standards.

In 2007, the voters approved Proposition A with the same objective – to provide the SFMTA with adequate resources. However, the additional funds provided in Proposition A are still inadequate to address the long term structural deficit even though the additional funds will help alleviate the funding gap. In approving each of these ballot measures, the voters have provided the SFMTA with additional responsibilities requiring additional resources but the approved funding has only helped the agency address a portion of the

To balance the Proposed Operating Budgets for 2008-2009 and 2009-2010, three of the options from the above are available the SFMTA Board of Director to consider increasing. These include: Transit Fares; Parking and Traffic Fees and Fines; and Taxi Fees. The following section provides the Board with information on these fares, fines and fees.

Transit Fares

Over its 95 year history, Muni has gone through a variety of fares, fare instruments, and implied fare policies or priorities (see Exhibit 2). In terms of policy choices, Muni's fare history indicates that:

- For extended periods, the agency's implicit fare policy was geared toward increasing ridership. For example, from 1912 to 1944, Muni did not raise its fares at all.
- "Social equity" concerns prompted Muni to create the Discount fare for Youth in 1952, and a Discount fare for Seniors and Persons with Disabilities in 1969.
- A "Transit First Policy" was adopted by the City and County of San Francisco and incorporated into the City Charter (Section 16.102). The Transit First Policy, among other things, calls for public transit to be "an economically and environmentally sound alternative to transportation by individual automobiles."
- Customer-related goals such as ease of use and increasing the range of fare options have prompted Muni to introduce several new fare media, such as discounted tokens (1946), Monthly Passes (1974), a one day pass (1982), and a Weekly pass (1993).
- At several points in Muni's history, the need to increase fare revenues to make up for operating funding shortfalls prompted fare increases, particularly from 1969-1974, and throughout the 1980's until 1993.
- Revenue maximization did not appear to have been the primary objective of Muni's fare policy. Instead, the focus has been on maintaining the current fare levels in order to avoid losing additional ridership, particularly during periods when service quality and reliability declined in the mid to late 1990s.
- In the early to mid 2000s, facing severe budget deficits and declining service levels, fares were increased in 2003 and again in 2005. These increases were the first time that fares were raised twice over a two-year period.

Parking and Traffic Fees and Fines

Proposition E also included a directive in support of the City's "Transit First Policy" by requiring that parking related revenues be used to support public transit. Since 1999, parking rates, fines or fees have been increased to support public transit.

Parking and Traffic Fines and Fees fall into two categories: one authorized by the California Vehicle Code; and the other authorized by the City and County of San Francisco. Parking and traffic related fees authorized by either the California Vehicle Code or the City are on a cost-recovery basis. In other words, the fee cannot exceed the cost of enforcement and other expenses associated with the administration of the program. These programs include the Neighborhood Parking Program, Temporary Street Closures, Color Curbs, and

Special Traffic Permits. Exhibit 3 includes information on the fees related to these programs. Additionally, parking citation and Red Light Camera fines are either set or capped by the California Vehicle Code (see Enclosure 4, List of Current Fares, Rates, Fines and Fees).

Other parking rates and fees set locally include parking meter rates and parking garage rates. In terms of historical policies, the following points are noteworthy:

- The Board of Supervisors had authority to approve parking garage rates until 1999 when Proposition E granted the SFMTA Board of Directors the ability to set City-owned parking garage rates. Proposition A, a ballot measure passed by the voters in November 2007, granted the SFMTA Board of Directors the ability to set parking meter rates and parking citation fines subject to state law.
- As part of the 2005-06 budgets, the Board of Supervisors adopted an ordinance increasing parking citation fines. Prior to this, the majority of parking citation fines were increased in 2003 (see Exhibit 4 and Enclosure 4, List of Current Fares, Rates, Fines and Fees).
- Effective July 2005, parking meter rates were increased by \$1.00 per hour in Parking Meter Zones 1, 2, and 4. (See Enclosure 2 for authority and process) \$0.50 in Parking Meter Zone 3.
- City-owned parking garage rates have been increased each year following the passage of Proposition E by the Parking Authority Commission and the SFMTA Board of Directors as a budget balancing measure to support public transit.
- Given the various policy bodies that previously had authority to set off-street and on-street parking rates and fines and since these rates and fines have been set primarily as a budget balancing measure to support public transit, the result has been a negative impact on congestion and public transit reliability. For example, the pricing differential between off-street and on-street parking has resulted in encouraging drivers to seek parking meters instead of driving directly into a parking garage resulting in increased traffic congestion.

Taxi Permits and Fees

Effective July 1, 2008, contingent on approval by the Board of Supervisors, it is anticipated that Taxi services will be under the SFMTA Board of Directors authority.

In 1978, the voters of San Francisco passed Proposition K, which significantly changed the structure of the city's taxicab industry. The objective of Proposition K was to create a system that relied more on individual drivers than taxicab companies. Under Proposition K, taxicab permits (commonly called medallions) are considered city property and are issued to drivers for nominal application and permit fees. Historically, these fees have been set to cover the administrative costs of overseeing the taxi industry (See Exhibit 6).

Conclusion

The purpose of this calendar item is to outline various rates, fares, fees, charges, fines, taxes and assessments as possible revenue generating options for the SFMTA Board of Directors to consider in their discussions regarding how to address the projected deficits in the Proposed Operating Budgets for 2008-2009 and 2009-2010.

Following the public hearing on March 18, 2008 and based on direction from the SFMTA Board of Directors, a draft balanced Operating Budget for 2008-2009 and 2009-2010 will be prepared for discussion at the April 1, 2008 Board meeting. On April 1, 2008 there will be an additional opportunity for the public to comment on the specific changes to the proposed rates, fares, fees, charges, fines, taxes and assessments that are being specifically included in the Operating Budgets for 2008-2009 and 2009-2010 based on direction received on March 18, 2008.

The SFMTA Board of Directors will be asked to approve the final Operating Budgets for 2008-2009 and 2009-2010 on April 15, 2008.

Exhibit 1

Revenue Panel Information

Preliminary Recommendations

- Link resource availability to service level
- Share responsibility: 1/3rd SFMTA, 1/3rd Transportation System User, 1/3rd City Wide Transit First Policy Support
- Consider impact to rest of City (local businesses, tourism, jobs)
- Focus on fixing existing service before embarking on new projects
- Use technology
- Increase enforcement, collect what is due
- Develop assets
- Implement best practices and work rule changes
- Automatically index fares and parking rate increases
- Institute two year catch-up phase for fares and parking prices
- Make the Fast Pass multiplier between 35-40 of single fare price within two years
- Implement demand responsive pricing for both on and off street parking
- Explore motor vehicle license fee, transit assessment district and expansion of TIDF to non commercial development
- Consider changing Proposition K
- City should consider transportation funding as part of any future taxes (e.g. sales tax)

Revenue Options Discussed

SFMTA Internal Recommendations (one-third):

- Improve collections (replace fare boxes, launch POP on buses, reduce number of fare media, enforce color curbs and meter non-payment)
- Improve enforcement (hire additional PCO's and POP inspectors, use different deployment strategies, leverage technology – e.g. sensors, fare collection)
- Implement best practices – use of technology, work rule change, eliminate duplicative efforts, training, etc. (e.g. PCO handhelds, parking meters, fare infrastructure, smart card)
- Develop other revenues – advertising on transit shelters, fare media, etc.
- Develop assets – Kirkland, Presidio, Garages, Lots, Central Subway station air rights and in station retail (long term, one time if asset is sold and these funds available for one time equipment or capital projects and not ongoing operations)
- Focus on improving existing services first
- Review interagency agreements
- Promote smartcard, disposable smartcards, reduce cash on system
- Enhance payment options

Transportation System User Recommendations (one-third):

- Set automatic fare increases/CPI based– catch up first, timeline? Amount?
- Fix single ride/Fast Pass multiple (current 30-ride multiplier-low)
- Fix Senior/Youth/Disabled Discount level – 50% to adult pass similar to FTA guidelines?
- Eliminate transfers
- Change transfer policy – window (90 minutes? One-way?)
- Premium fare – multiple operators vs. Muni
- Review and renegotiate interagency agreements – riders from all other operators transferring to Muni should pay

- Create pricing differentials – Multi Operator Pass Premium, Express Bus/Guaranteed Seat Premium, Special Event Premiums
- Simplify and reduce fares media
- Implement demand responsive pricing for off-street and on-street parking, link rates between off-street and on-street parking
- Reduce early bird parking window, discount
- Institutionalize automatic indexed increases for parking fees and fines
- Raise Meter Rates, across the Board or certain areas – e.g. Zone 3
- Raise Parking Fines, across the Board or certain items – e.g. street sweeping

City Wide Transit First Policy Support Recommendations (one-third):

- Raise Hotel Tax and provide one day free passes to hotel occupants
- Raise port tax and provide free passes to cruise ship visitors
- Raise sales tax – Remaining $\frac{1}{4}$ - $\frac{1}{2}$ cent sales tax under the limit
- Enact motor vehicle license fee
- Amend Prop K to allow operating use
- Augment TIDF to cover residential development
- Impact fee/assessment district
- Rental Car Fee/Tax
- Increase Payroll Tax/surcharge or business license fee to cover transit
- Property Transfer Tax
- Utility Users Tax
- Gas tax
- Parcel Tax, Apartment License Fee

Exhibit 2
Public Transit Fares

Fare Type	Fares as of Sep. 1, 2003	Fares as of Sep. 1, 2005	2006- 2007 Number Sold	Revenue
Cash Fare	\$1.25	\$1.50		\$46,851,701
Discount Cash Fare	\$0.35	\$0.50		
Adult Pass	\$45.00	\$45.00	1,239,618	\$55,782,810
Disabled Monthly Sticker	\$10.00	\$10.00	81,700	\$817,000
Senior Pass	\$10.00	\$10.00	331,026	\$3,310,260
Youth Pass	\$10.00	\$10.00	234,013	\$2,340,130
Lifeline Pass (low income)	-	\$35.00	58,405	\$2,044,175
Class Pass (students)	\$15.00	\$18.00	7,900	\$142,200
Weekly Pass	\$12.00	\$15.00	38,695	\$580,425
Cable Car Souvenir Ticket*	\$3.00	\$5.00	706,082	\$3,530,409
1-Day Passport	\$9.00	\$11.00	377,463	\$4,152,092
3-Day Passport	\$15.00	\$18.00	190,839	\$3,435,097
7-Day Passport	\$20.00	\$24.00	68,375	\$1,640,994
Peninsula Pass	NA	\$40.00	6,850	\$274,000
Regional Transit Sticker	\$35.00	\$40.00	21,400	\$856,000
Regional Transit Sticker (AC Transit)	\$35.00	\$40.00	794	\$31,760
Token Coupon Booklet	\$10.50	\$15.00	44,928	\$673,920
Transit Token - bag of 10	\$12.50	\$15.00	9,330	\$139,950
Transit Token - T40 bag of 40	\$50.00	\$60.00	541	\$32,460
TOTAL				\$126,635,383

* Senior Cable Car Ticket \$1 before 7am after 9pm.

Muni Fare History since 1912

Effective Date	Adult Cash Fare	Adult Token	Cable Car Cash Fare	Adult Express	Adult Monthly Pass	Adult Half Month Pass	Adult Weekly Pass	Discount Cash	Discount Cable Car	Discount Monthly Pass
12/28/1912	\$0.05		\$0.05							
NO CHANGES FROM 1912 THROUGH 1943										
9/29/1944	\$0.07		"							
5/20/1946	\$0.10	\$0.08	"							
6/6/1952	\$0.15	\$0.15	"							
11/1/1952	"	"	"							
NO CHANGES FROM 1952 THROUGH 1968										
6/30/1969	\$0.20	"	\$0.25	\$0.25				\$0.05		
8/31/1970	\$0.25	"	"	\$0.30				"		
5/1/1974	"	"	"	"	\$11.00			"		
10/10/1974	"	"	"	"	"			"		\$2.50
4/1/1980	\$0.50	"	"	\$0.50	\$16.00			"		"
4/1/1982	\$0.60	"	\$1.00	"	\$24.00			"		"
9/1/1982	"	"	"	"	"			"		"
10/5/1982	"	"	"	"	"			"		"
10/1/1984	"	"	"	"	\$20.00			"		"
9/1/1985	"	"	"	"	\$24.00			"		"
1/1/1986	\$0.75	"	\$1.50	"	\$23.00			\$0.15		\$4.50
8/1/1987	"	"	"	"	\$25.00			"		"
8/1/1988	\$0.85	"	\$2.00	"	\$28.00			"		"
8/1/1991	"	"	"	"	\$30.00			"		"
8/1/1992	\$1.00	\$0.90	\$3.00	"	\$32.00			\$0.25	\$1.00	\$5.00
8/1/1993	"	\$0.80	\$2.00	\$1.50	\$35.00	\$16.00		\$0.35	\$2/\$1	\$8.00
10/1/1993	"	"	"	"	\$35/\$45	\$17.50	\$9.00	"	"	"

Effective Date	Adult Cash Fare	Adult Token	Cable Car Cash Fare	Adult Express	Adult Monthly Pass	Adult Half Month Pass	Adult Weekly Pass	Discount Cash	Discount Cable Car	Discount Monthly Pass
3/1/1994	"	"	"	n/a	\$35.00	n/a	"	"	"	"
NO CHANGES FROM 1994 THROUGH 2002										
9/1/2003	\$1.25	\$1.25	\$3.00		\$45.00					\$10.00
9/1/2005	\$1.50	\$1.50	\$5.00		"		\$15.00	\$0.50	\$1.00*	"

Source: Muni's Short Range Transit Plan, dated November 1997, page 6.14.

* Seniors and Disabled Riders before 7 am and after 9 pm

Effective Date	Youth Cash	Youth Cable Car	Youth Monthly Pass	Adult 1Day (Passport)	Adult 3Day Passport	Adult 7Day Passport	Low Income Pass
12/28/1912							
NO CHANGES FROM 1912 THROUGH 1943							
9/29/1944							
5/20/1946							
6/6/1952	\$0.06						
11/1/1952	\$0.05						
NO CHANGES FROM 1952 THROUGH 1968							
6/30/1969	"						
8/31/1970	"						
5/1/1974	"						
10/10/1974	"						
4/1/1980	"						

Effective Date	Youth Cash	Youth Cable Car	Youth Monthly Pass	Adult 1Day (Passport)	Adult 3Day Passport	Adult 7Day Passport	Low Income Pass
4/1/1982	\$0.10			\$3.00			
9/1/1982	"		\$5.00	"			
10/5/1982	\$0.25		"	"			
10/1/1984	"		"	"			
9/1/1985	"		"	"			
1/1/1986	"	\$0.75	"	\$5.00			
8/1/1987	"	"	"	"			
8/1/1988	"	\$1.00	"	\$6.00	\$10.00		
8/1/1991	"	"	"	"	"	\$15.00	
8/1/1992	"	"	"	"	"	"	
8/1/1993	\$0.35	\$2.00	\$8.00	"	"	"	
10/1/1993	"	"	"	"	"	"	
3/1/1994	"	"	"	"	"	"	
9/1/2003			\$10.00				\$35.00
9/1/2005	\$0.50	n/a	"	\$11.00	\$18.00	\$24.00	"

Exhibit 3
Cost Recovery Parking Programs

Neighborhood Parking Permit Program (including Residential, Visitor, Business and Commercial, and Contractor Parking Permit Fees): The Neighborhood 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 27 residential parking permit areas in the City. The fee for a standard annual permit was set in 2006 at \$60. This equates to \$0.16 per day for all-day parking. The SFMTA is proposing to increase the fee for residential, visitor, business and commercial, and contractor parking permits as described below. The two proposed increases in these permit fees are estimated to generate an additional \$1 million for 2008-2009 and \$1.03 million for 2009-2010. Since these parking permit fees are a cost recovery fee, the proposed increases will offset the actual costs for enforcement and other expenses associated with the administration of the Neighborhood Parking Program. Parking permit fees were last raised in July 2005.

Neighborhood Parking Permits	Annual Permits Issued	Current Fee	Cost Based Recovery 2008-2009	Change	Cost Based Recovery 2009-2010	Change
Annual Permit for Residences	83,243	\$60	\$74	\$14	\$76	\$2.00
Annual Permit for Car Pool, Van Pool, Teachers, Commercial	1,273	\$60	\$74	\$14	\$76	\$2.00
Parking Permit Per 6 months	0	\$30	\$37	\$7	\$38	\$1.00
Farmers, Quarterly	37	\$93	\$115	\$22	\$118	\$3.00
Temporary Parking Permit	1,386	\$20	\$25	\$5	\$26	\$1.00
2 Weeks Parking Permit for Visitors	1,097	\$20	\$25	\$5	\$26	\$1.00
4 Weeks Parking Permit for Visitors.	581	\$30	\$37	\$7	\$38	\$1.00
6 Weeks Parking Permit for Visitors	1,718	\$40	\$49	\$9	\$50	\$1.00
8 Weeks Parking Permit for Visitors	1,409	\$50	\$62	\$12	\$64	\$2.00
Business and Commercial Parking Permit Per Year	4,236	\$60	\$74	\$14	\$76	\$2.00
Contractors' Permit Per Year	3,362	\$500	\$617	\$117	\$636	\$19.00
Contractors' Permit Per 6 Months	0	\$250	\$309	\$59	\$318	\$9.00

Color Curb Program: Residents, organizations, and business owners apply for various colored curb parking designations as authorized by the California Vehicle Code. These zones include white zones (passenger loading and unloading), green zones (10-minute parking), red zones (no parking), and yellow zones (freight loading and unloading). The program's costs are funded by fees charged to the requestors. Yellow and Blue zones have historically not had a fee associated with them. Yellow zones are often initiated by Parking and Traffic to reduce double parking which may delay Muni buses and LRV trains. The yellow zones generally serve the entire block and not a specific business. Some taxi and tour bus zones are assessed white zone fees when the zone serves a hotel or identifiable commercial entity or beneficiary. The proposed increases in Color Curb Program fees are estimated to generate an additional \$380,000 for 2008-2009 and \$51,500 for 2009-2010 to offset the costs of enforcement and other expenses associated with the administration of the program. These permit fees were last raised in April 1, 2003. To lessen that impact on homeowners and businesses, we propose increasing the fees over three years instead of charging the full cost based recovery amount.

Color Curb Program	Annual Permits Issued	Current Fee	Cost Based Recovery 2008-2009	Proposed Fee 2008-2009	Cost Based Recovery 2009-2010	Proposed Fee 2009-2010	Proposed Fee 2010-2011
White/Green Zones							
1 to 22 FT (Process \$250, Paint \$115) New (Process \$500, Paint \$230)	292	\$365	\$730	\$494	\$752	\$623	\$752
23 to 44 FT (Process \$500, Paint \$230) New (Process \$1,000, Paint \$460)	351	\$730	\$1,460	\$988	\$1,504	\$1,246	\$1,504
45 to 66 FT (Process \$750, Paint \$345) New (Process \$1,500, Paint \$690)	133	\$1,095	\$2,190	\$1,482	\$2,256	\$1,869	\$2,256

Color Curb Program	Annual Permits Issued	Current Fee	Cost Based Recovery 2008-2009	Proposed Fee 2008-2009	Cost Based Recovery 2009-2010	Proposed Fee 2009-2010	Proposed Fee 2010-2011
Over 66 FT (Process \$1,000, Paint \$460)New (Process \$2,000, Paint \$920)	76	\$1,460	\$2,920	\$1,976	\$3,008	\$2,492	\$3,008
Other							
Red zones (Process \$60, installation \$53/lin ft)	763	\$113	\$226	\$153	\$233	\$193	\$233
School Bus	36	\$0	\$0	\$0	\$0	\$0	\$0
Shuttle	6	\$0	\$0	\$0	\$0	\$0	\$0
Taxi	20	\$0	\$0	\$0	\$0	\$0	\$0
Tour Bus	7	\$0	\$0	\$0	\$0	\$0	\$0
Yellow Zones	21	\$0	\$0	\$0	\$0	\$0	\$0
Blue Zones	9	\$0	\$0	\$0	\$0	\$0	\$0

Temporary Street Closure: A temporary street closure permit is required for events such as neighborhood block parties, street fairs, athletic or other events. The proposed increase in temporary street closure permit fees are estimated to generate an additional \$49,500 for 2008-2009 and \$52,700 for 2009-2010 to offset the cost of enforcement and other expenses associated with the administration of the program of this program. These fees were last raised on April 1, 2003. The fee schedule is designed to generate additional revenue with larger increases for late applications. The increase for neighborhood block party permits is more modest so as not to discourage this civic activity.

Street Closure fees	Annual Permits Issued	Current Fee	Cost Based Recovery 2008-2009	Change	Cost Based Recovery 2009-2010	Change
Neighborhood Block Party						
At least 60 days in advance	36	\$100	\$150	\$50	\$150	\$0
Fewer than 60 days	30	\$150	\$200	\$50	\$200	\$0
Fewer than 30 days	11	\$200	\$400	\$200	\$400	\$0
Fewer than 7 days	1	\$250	\$450	\$200	\$450	\$0
All Other Events						
At least 60 days in advance	114	\$225	\$450	\$225	\$475	\$25
Fewer than 60 days	37	\$275	\$550	\$275	\$575	\$25
Fewer than 30 days	26	\$325	\$650	\$325	\$675	\$25
Fewer than 7 days	9	\$375	\$750	\$375	\$775	\$25

Special Traffic Permit: A Special Traffic Permit is required for any work that does not comply with existing city regulations. A contractor must apply for a permit at least two business days prior to the work. The current permit fee is \$100 for processing and \$20 per day for the duration of the project. To address situations when permit applications are submitted with less than two business days prior to the work, we recommend a late fee of \$150 be assessed if the permit can be issued on such short notice. The proposed increase in the special traffic permit fees are estimated to generate an additional \$193,000 for 2008-2009 and \$51,500 for 2009-2010 to offset the cost of enforcement and other expenses associated with the administration of the program. These permit fees were last raised in December 2000.

Special Traffic Permits	Annual Permits Issued	Current Fee	Cost Based Recovery 2008-2009	Change	Cost Based Recovery 2009-2010	Change
Base Permit - Processing	2,000	\$100	\$132	\$32	\$136	\$4
Daily Fee		\$20	\$26	\$6	\$28	\$2
Late Fee		\$0	\$150	\$150	\$155	\$5

Exhibit 4
Parking Citations

Violation Code	Description	Current Rate	Citations Issued in 2006-2007	New Rate	Incremental Revenue
T202	Parking Meter	\$40.00	335,161	\$50.00	\$3,351,610
T202.1	Parking Meter - Downtown	\$50.00	176,238	\$60.00	\$1,762,380
T315A	Residential Parking Permit ¹	\$50.00	184,740	capped	n/a
T32.12	Off Street Overtime	\$40.00	115	\$50.00	\$1,150
T32A.1	Tow away Zone Downtown	\$60.00	29,494	\$70.00	\$294,940
T32A.2	Tow away Zone Other Areas	\$60.00	24,671	\$70.00	\$246,710
T32B	No Parking	\$60.00	17,971	\$70.00	\$179,710
T32C.1	Overtime Parking-Downtown	\$50.00	16,948	\$60.00	\$169,480
T32C.2	Overtime Parking-Other Areas	\$40.00	29,796	\$50.00	\$297,960
T33.3	Spec Truck Zone	\$60.00	24,926	\$70.00	\$249,260
T33.3.1	Heavy Truck Zone	\$60.00	2	\$70.00	\$20
T33.3.2	Mkt/Bay Truck Zone	\$60.00	1,306	\$70.00	\$13,060
T37C	Street Cleaning	\$40.00	664,361	\$50.00	\$6,643,610
T38A	Red Zone	\$75.00	7,456	\$85.00	\$74,560
T38B	Yellow Zone/Metro Dist	\$60.00	15,836	\$70.00	\$158,360
T38B.1	Yellow Zone/Outside Metro	\$60.00	20,820	\$70.00	\$208,200
T38C	White Zone	\$75.00	10,546	\$85.00	\$105,460
T38D	Green Zone	\$50.00	1,307	\$60.00	\$13,070
T39B	Taxicab Zone	\$60.00	924	\$70.00	\$9,240
T58C	Not Within Space	\$35.00	2,020	\$45.00	\$20,200
V22500B	Parking Crosswalk	\$75.00	9,965	\$85.00	\$99,650
V22500H	Double Parking	\$65.00	21,230	\$75.00	\$212,300
V22514	Fire Hydrant	\$75.00	10,163	\$85.00	\$101,630
TOTAL					14,212,560

¹ SEC. 315. PENALTY PROVISIONS.

(a) It shall be unlawful and a violation of this Article, unless expressly provided to the contrary herein, for any person to stand or park a motor vehicle or other vehicle of a gross weight exceeding 50 pounds for a period exceeding the time limitation established pursuant hereto. Said violation shall be punishable by a fine of not less than \$30 or more than \$50

Exhibit 5
Parking Meters

The City has 25,311 metered spaces and 23,950 vehicle metered spaces within four parking meter designated Parking Meter Zones. These four meter Parking Meter Zones in San Francisco generally reflect the different land uses and intensity of usage.

- Parking Meter Zone One includes 3,391 meters and encompasses the Northeast sector of the City, including the Financial District, portions of South of Market and the Embarcadero, with a . Currently, the parking meter rate is \$3.00 per hour operating between 7 am to 6 pm Monday through Saturday.
- Parking Meter Zone Two consists of 4,348 meters and is made up of a ring around the outside fringe of Downtown and includes the Civic Center and the lower portion of South of Market. Currently, the parking meter rate is \$2.50 per hour with hours of operation between from 7 am to 6 pm Monday through Saturday.
- Parking Meter Zone Three consists of 15,069 meters and covers the neighborhood commercial districts outside of Zones One, Two and Four. Currently, the parking meter rate is \$1.50 per hour operating between 9 am and 6 pm Monday through Saturday.
- Parking Meter Zone Four includes the 488 meters along the Fisherman's Wharf commercial and tourist Zone, with areas. Currently, the parking meter rate is \$2.50 per hour operating between 7 am and 7 pm everyday.

The City also has 1,361 designated parking meters for motorcycles charging that charge \$0.25 per hour and 654 meters in off-street lots ranging that charge between \$1.50 to \$2.50 per hour. The City's main goal with objective regarding parking meter rates and enforcement is to promote turnover on City streets for short term access to businesses and to facilitate transit operations by minimizing double parking. This approach has resulted in occupancy rates that range between 75% and 100% on the average across the City, with wide variations across the City. Parking meters rates were last raised in July 2005 by the Board of Supervisors as a budget balancing measure. Zone 3 parking meter rates were initially proposed at \$2.00 per hour but were set at \$1.50 per hour by the Board of Supervisors.

PARKING METER REVENUE BY ZONE

Parking Zone	Hourly Parking Rate	2006-2007 Average Revenue Collected per meter, per day	Paid Occupied Hours
Zone 1 – Downtown Core	\$3.00	\$2.61	0.87
Zone 2 – Ring Around Downtown Core	\$2.50	\$3.52	1.41
Zone 3 – Outlying Commercial Areas	\$1.50	\$4.41	2.94
Zone 4 – Fisherman's Wharf	\$2.50	\$5.59	2.80
Off-street Meters	\$2.00	\$4.55	2.28

PARKING METER REVENUES

Parking Zone	2004-2005	2005-2006	2006-2007
Zone 1 – Downtown Core	\$1,805,522	\$2,222,489	\$2,449,465
Zone 2 – Ring Around Downtown Core	3,644,226	4,707,810	4,794,531
Zone 3 – Outlying Commercial Zones	13,724,757	19,828,635	20,331,074
Zone 4 – Fisherman’s Wharf	711,506	916,015	840,838
Off-street Meters	837,786	1,103,326	1,172,298
Total	\$20,723,797	\$28,778,275	\$ 29,588,206

Exhibit 6
Taxi Permit Fees

At present, the Taxi Commission issues 8,544 permits annually to taxicab drivers, medallion holders, and taxi and radio dispatch companies. At present \$1.5 million or 61.5% of the total operating cost is collected in revenues from the various fees. In 2008-09, the Commission will spend about \$2.5 million annually to pay for associated expenses. The fees are estimated to generate an additional \$940,000 for 2008-2009 and \$969,000 for 2009-2010 to offset the actual costs of these programs.

Taxi Permits	Annual Permits Projected	Current Fee	Cost Based Recovery 2008-2009	Change	Cost Based Recovery 2009-2010	Change
Driver's Permit (P-44)	8,700	\$52	\$53	\$1	\$55	\$2
Regular Medallion (P-16)	1,500	\$658	\$1,009	\$351	\$1,039	\$30
Ramp Medallion (P-69)	25	\$116	\$456	\$340	\$470	\$14
Radio Dispatch Permit (P-69)	11	\$2,622	\$2,976	\$354	\$3,065	\$89
Color Scheme (P-70) – 1 to 5 Medallions	11	\$577	\$595	\$18	\$613	\$18
Color Scheme (P-70) – 6 to 15 Medallions	4	\$1,154	\$1,190	\$36	\$1,226	\$36
Color Scheme (P-70) – 16 to 49 Medallions	7	\$2,884	\$2,976	\$92	\$3,065	\$89
Color Scheme (P-70) – 50 or more Medallions	7	\$2,884	\$2,976	\$92	\$3,065	\$89
Metallic Medallion	1,500	\$34	\$35	\$1	\$36	\$1
Regular Medallion (P-16) Permit Application	90	\$635	\$1,214	\$579	\$1,250	\$36
Ramp Medallion (P-68) Permit Application	10	\$116	\$416	\$300	\$428	\$12
Lost Medallion	30	\$173	\$176	\$3	\$181	\$5
Radio Dispatch Application (P-	0	\$2,884	\$2,976	\$92	\$3,065	\$89

Taxi Permits	Annual Permits Projected	Current Fee	Cost Based Recovery 2008-2009	Change	Cost Based Recovery 2009-2010	Change
70)						
Medallion Waiting List	50	\$347	\$452	\$105	\$466	\$14
Driver Permit Application (P-44)	1,100	\$209	\$216	\$7	\$222	\$6
Color Scheme (P-70) – 1 to 5 Medallions	1	\$577	\$883	\$306	\$909	\$26
Color Scheme (P-70) – 6 to 15 Medallions	0	\$1,154	\$1,765	\$611	\$1,818	\$53
Color Scheme (P-70) – 16 to 49 Medallions	0	\$2,884	\$3,531	\$647	\$3,637	\$106
Color Scheme (P-70) – 50 or more Medallions	0	\$2,884	\$4,413	\$1,529	\$4,545	\$132
Color Scheme Change	90	\$288	\$294	\$6	\$303	\$9
Taxi Wrap Fee	50	\$110	\$112	\$2	\$115	\$3

The table below includes prior year fees approved by the Board of Supervisors.

Subobject	Taxi Permit Type	Fee 04-05 rate	Fee 05-06 rate	Fee 06-07 rate	Fee 07-08 rate
60611	Driver Permit Application	\$66	\$67	\$68	\$75
20230	Driver Renewals (P44)	\$46	\$46	\$47	\$52
60611	Permit Holders Applications	\$560	\$568	\$577	\$635
20230	Permit Holders Renewals (P16)	\$483	\$490	\$498	\$658
60611	Ramped Taxi Applications	\$102	\$103	\$105	\$116
20230	Ramped Taxi Renewals (P68)	\$102	\$103	\$105	\$116
60611	PCN Applications (waiting list)	\$305	\$310	\$315	\$347
60611	Color Scheme Change	\$254	\$258	\$262	\$288
60611	Lost Medallions	\$153	\$155	\$157	\$173
60611	Metal Medallions	\$31	\$31	\$31	\$34

Subobject	Taxi Permit Type	Fee 04-05 rate	Fee 05-06 rate	Fee 06-07 rate	Fee 07-08 rate
60611	New Color Schemes 1 to 5	\$763	\$774	\$787	\$866
60611	6 to 15 medallions	\$1,500	\$1,548	\$1,573	\$1,730
60611	16 to 49 medallions	\$3,000	\$3,097	\$3,147	\$3,462
60611	50 or more medallions	\$3,750	\$3,871	\$3,933	\$4,326
20230	Color Scheme Renew 1 to 5 (P69)	\$509	\$516	\$524	\$577
20230	6 to 15 medallions (P69)	\$1,017	\$1,032	\$1,049	\$1,154
20230	16 to 49 medallions (P69)	\$2,034	\$2,065	\$2,098	\$2,308
20230	50 or more medallions (P69)	\$2,543	\$2,581	\$2,622	\$2,884
60611	Dispatch Applications	\$2,543	\$2,581	\$2,622	\$2,884
20230	Dispatch Renewals (P70)	\$2,500	\$2,581	\$2,622	\$2,884
20235	Taxi Wraps- Fee is per month per vehicle		\$100	\$100	\$110

ATTACHMENT 2

DRAFT

Major Options for Increasing Revenue to MTA

Potential Revenue Source	Minimum Approval Requirements Before Proposition A	Minimum Approval Requirements After Proposition A
Fares	MTAB (including indexed increases); Subject to disapproval by 2/3 Board of Supervisors (must disapprove budget where increase is included in MTA budget)	MTAB (including indexed increases); Subject to disapproval by 7/11 Board of Supervisors (must disapprove budget where increase included in MTA budget)
Garage Rates	MTAB for City-owned garages; Parking Authority Commission for garages under PA jurisdiction	MTAB for City-owned garages; Parking Authority Commission for garages under PA jurisdiction
Citation Amounts	Board of Supervisors	MTAB
Meter Rates	Board of Supervisors	MTAB
Utility Users Tax	MTAB; Voters (2/3)	MTAB; Voters (2/3)
Tax on Occupancy of Parking Space in Parking Station (Parking Tax)	MTAB; Voters (2/3)	MTAB; Voters (2/3)
Tax on transient Occupancy of Hotel Rooms (Hotel Tax)	MTAB; Voters (2/3)	MTAB; Voters (2/3)
Sales Tax Increase	Board of Supervisors (2/3); Voters (2/3)	Board of Supervisors (2/3); Voters (2/3)
Reallocation of Prop K Sales Tax Revenues	Board of Supervisors; Voters (2/3) for addition/deletion of project or change of 'major significance'	Board of Supervisors; Voters (2/3) for addition/deletion of project or change of 'major significance'
Excise Tax on Fuel (Gas Tax)	Board of Supervisors; Voters (2/3)	Board of Supervisors; Voters (2/3)
Property Tax (<i>ad valorem</i>)	N/A – Art. XIII, Sec. 4 prohibits an increase of <i>ad valorem</i> property tax	N/A – Art. XIII, Sec. 4 prohibits an increase of <i>ad valorem</i> property tax

DRAFT
Major Options for Increasing Revenue to MTA

Potential Revenue Source	Minimum Approval Requirements Before Proposition A	Minimum Approval Requirements After Proposition A
Parcel Tax	MTAB Board; Voters (2/3)	MTAB Board; Voters (2/3)
Assessments on Real Property	Board of Supervisors procedural ordinance; Board of Supervisors imposition; Property Owners (weighted majority)	Board of Supervisors procedural ordinance; MTAB imposition; Property Owners (weighted majority)
Regulatory or Impact Fee on Businesses	Board of Supervisors or MTA Board & voters (50% + 1)	Board of Supervisors or MTA Board & voters (50% + 1)
Advertising Contracts	MTAB; possibly Board of Supervisors*	MTA Board; possibly Board of Supervisors*
Property Development Agreements	MTAB; possibly Board of Supervisors;* other approvals may be required depending on details of transaction and financing	MTA Board; possibly Board of Supervisors;* other approvals may be required depending on details of transaction and financing.
Tax Increment Financing in areas of new service	MTAB; Board of Supervisors; other approvals may be required depending on details of transaction and financing	MTAB; Board of Supervisors; other approvals may be required depending on details of transaction and financing.
Revenue Bonds	Board of Supervisors; Voters (50%)	Board of Supervisors procedural ordinance; MTAB with Board of Supervisors concurrence
General Obligation Bonds	Board of Supervisors; Voters	Board of Supervisors; Voters

*Charter Section 9.118 requires approval of the Board of Supervisors for contracts having anticipated revenue in excess of \$1 million or a term in excess of ten years.

**Voter approval is not required for revenue bonds secured solely by an assessment imposed by the City.

ATTACHMENT 3

January 2008 Fare Survey

Agency Name	Avg No. Weekday Riders (000's)¹	Base Fare²	As of²	Transfers	Express/Zone/Unlimited / Peak Fare	Reduced Fare (Senior, Disabled, Student, Youth)	Special Passes	Volume Discount	Notes:
MTA New York City Transit	8,659.8	\$2.00	2003	Free	Express: \$5.00	Senior & Disabled half-price. Children under 44 inches ride free.	1-Day unlimited \$7.00 7-Day unlimited \$24.00 30-Day unlimited \$76.00 7-Day express \$41.00	Metro cards receive an additional \$2.00 for every additional \$10.00 added to the card (Save \$0.40 per ride)	Special bulk fares available for airports Last increase in 2004
Chicago Transit Authority	1,608.8	\$1.75	2006	\$0.25 Valid for 2 hrs. Allows 2 transfers	None	Seniors & Disabled half price Children (7-11) \$1.00 Children under 7 ride freee. Students during school M-F (5:30am-8:00pm)	1-Day Pass \$5.00 2-Day Pass \$9.00 3-Day Pass \$12.00 5-Day Pass \$18.00 7-Day Pass \$20.00 30-Day Pass \$75.00	20 rides for \$15.30 (Save \$0.45 per ride)	Reduced fares depend on type of payment used, e.g. (Transit Card, Cash)
LA County MTA	1,549.4	\$1.25	2004	\$0.30 Valid for transfer from metro to municipal lines. Not valid on metro bus and metro	Zone: \$1.85, \$2.45 Freeway Express Stamp: \$18.00 per Zone	Senior & Disabled Base Fare \$0.50 Senior & Disabled Metro Day pass \$1.80 College 30-Day Pass (Full-time) \$36.00 Senior & Disabled 30-Day Pass \$14.00 Student 30-Day Pass (K-12) \$24.00 Two children under 5 ride free with each adult	1-Day Pass \$5.00 7-Day Pass \$17.00 30-Day Pass \$62.00 EZ Transit Pass ³ \$70.00	No volume discount	Website does not indicate if & when transfers expire

Agency Name	Avg No. Weekday Riders (000's) ¹	Base Fare ²	As of ²	Transfers	Express/Zone/Unlimited / Peak Fare	Reduced Fare (Senior, Disabled, Student, Youth)	Special Passes	Volume Discount	Notes:
				rail					
Washington Metro Area TA	1,344.2	\$1.35 Bus \$1.65-\$4.50 Rail	2008	Free Valid for 2 hrs	Express: \$3.00	Senior & Disabled Base Fare \$0.65 Two children under 4 ride free	1-Day Bus Pass \$3.00 1-Day Metrorail Pass \$6.50 7-Day Bus Pass \$11.00 7-Day Rail Fast Pass \$32.50	No volume discount	
Southeastern Penn TA	1,089.3	\$2.00	2007	\$0.75 Valid for one-way trip, in the same direction on bus, subway or trolley	Zone: \$0.50	Seniors & Disabled (non-peak hours) Base Fare \$0.75 Transfer \$0.30, Zone \$0.25	1-Day Convenience Pass \$6.00 7-Day TransPass \$20.75 30-Day TransPass \$78.00	No volume discount	
Rock Island County MMTB	700.9	\$0.80	Unk	Free	None	Senior, Disabled & Student Base Fare \$0.40 Children under 5 ride free	30-Day Pass \$25.00	17 rides for \$5.00 (Save \$0.17 per ride)	

Agency Name	Avg No. Weekday Riders (000's) ¹	Base Fare ²	As of ²	Transfers	Express/Zone/Unlimited / Peak Fare	Reduced Fare (Senior, Disabled, Student, Youth)	Special Passes	Volume Discount	Notes:
San Francisco MTA	649.2	\$1.50	2005	Free Valid for 1.5 hrs	None	Seniors, Disabled & Youth (5-17) Base Fare \$0.50 Children under 4 ride free	1-Day Passport \$11.00 3-Day Passport \$18.00 7-Day Passport \$24.00 7-Day FastPass \$15.00 30-Day Fast Pass \$45.00		Cable Car Passes \$5 No Transfer Group Van \$10.00 per month
Metro Atlanta Rapid Transit Authority	477.9	\$1.75	2001	Free, if on Breeze Card ⁴ Valid for 3 hours. Allows 4 transfers	None	Seniors & Disabled Base Fare \$0.85 Seniors & Disabled out-of-district \$1.25 University Students \$40.00 University Faculty \$49.50 Student Pass (K-12) \$10.00 Children under 6 ride free with adult	Multi-Day Pass (1-4 Days) \$8-\$12 7-Day pass \$13.00 30-Day Pass \$52.50	20 rides for \$30.00 (Save \$0.25 per ride)	Employer Discount: 5% discount after 6,000 passes purchased
King County Dept of Transportation	361.4	\$1.50	2005	Free Valid for 1.5 hrs	Zone: \$1.50, \$2.50, \$3.00	Senior & Disabled Base Fare \$0.50 Senior & Disabled 30-Day Pass \$18.00 Youth Base Fare (6-18) \$1.00 Youth 30-Day Pass (6-18) \$36.00 Children under 6 ride free	30-Day Pass \$54.00	No volume discount	
Metro Transit Authority of Harris County	357.3	\$1.00	2005	Free Valid for 3 hrs	Zone: \$1.50-3.50 Express 30 Day Pass	Senior, Disabled & Student Base Fare \$0.60 Youth Base Fare (5-11) \$0.35 Children under 5 ride free	1-Day Pass \$2.00 7-Day Pass \$7.00 30-Day Pass \$35.00	10 rides for \$8.00 (Save \$0.20 per ride)	

Agency Name	Avg No. Weekday Riders (000's) ¹	Base Fare ²	As of ²	Transfers	Express/Zone/Unlimited / Peak Fare	Reduced Fare (Senior, Disabled, Student, Youth)	Special Passes	Volume Discount	Notes:
					\$50.00				
MTA Long Island Railroad	355.3	\$2.00	2005	No Transfers	Zone Charges Apply	Senior & Disabled Monthly Bus Fare \$38.00 Senior & Disabled 7-Day Pass \$12.00	7-Day Pass \$27.00 30-Day Bus Fare \$76.00 30-Day Rail Fare \$130-\$342, depending on zone	Web purchase (Save \$0.04 per ride)	
Miami-Dade Transit Agency	353.7	\$1.50	2005	\$0.50 Allows 1 transfer	Express: \$1.85	Senior, Disabled & Student (grades 1-12) Base Fare \$0.75 Senior, Disabled, & Student (grades 1-12) Reduced 30-Day Pass \$37.50 College Metro Pass (FT college students) \$56.25	30-Day Pass \$75	No volume discount	Corporate Incentive Program: Business owners can offer employees a pre-tax transit benefit up to \$110

Agency Name	Avg No. Weekday Riders (000's) ¹	Base Fare ²	As of ²	Transfers	Express/Zone/Unlimited / Peak Fare	Reduced Fare (Senior, Disabled, Student, Youth)	Special Passes	Volume Discount	Notes:
Bay Area Rapid Transit District	352.0	\$1.50 - \$6.60	2008	Free	None	Senior & Disabled receive 62.5% discount Student discount available Children under 4 ride free	None	EZ Card ⁵ website discount (Save \$3.00) EZ Card Disabled & Youth (5-12) (Save \$15.00) EZ Card senior 65yrs+ (Save \$15.00) EZ Card Students (13-18) (Save \$20.00)	5.4% Fare increase January 1, 2008
Tri-County Met Transportation District	309.4	\$2.05	2006	Free Valid for 2 hrs	Zone Charges Apply	Senior and Disabled Base Fare \$0.85 Senior & Disabled 30-Day Pass \$23.00 Senior & Disabled Annual Pass \$253.00 Youth & Student Base Fare \$1.40 Youth & Student 30-Day Pass \$24.00 Children under 7 ride free	1-Day Pass \$4.25 7-Day Pass \$20.00 1/2 Monthly Pass \$39.00 30-Day Pass \$76.00 Annual Pass \$836.00	\$1.00 for groups of 15 or more (Save \$1.05 per ride)	

Agency Name	Avg No. Weekday Riders (000's)¹	Base Fare²	As of²	Transfers	Express/Zone/Unlimited / Peak Fare	Reduced Fare (Senior, Disabled, Student, Youth)	Special Passes	Volume Discount	Notes:
Chicago METRA	300.1	\$0.95 - \$52.65	2006	No Transfers	Mileage Based	Senior, Disabled & Students pay reduced fare Youth (12-17) half-price weekends and some holidays children (7-11) half-price Three children under 7 ride free U.S. Military half-price	Weekend Pass \$5.00 Monthly Pass 30% discount, actual cost depends on miles traveled	Up to 50% discount for groups of 25 or more 10 rides 15% discount , actual cost depends on miles traveled	Register on-line or by mail to obtain discounts. New fares February 1, 2008
MTA Metro-North Railroad	281.4	\$7.00 - \$22.00	2005	No Transfers	Zone Charges Apply	Senior & Disabled half-price Children (5-11) \$1.00	30-Day Rail Pass \$123.00-\$394.00, depending on zone	Group discount	
San Diego Metropolitan Transit System, San Diego Transit Corp, San Diego Trolley	253.8	\$1.25	2008	Free Valid for 2 hrs	Zone Charges Apply	Senior & Disabled 30-Day Pass \$15.00 Youth 30-Day Pass \$30.00 Children under 5 ride free	1-Day Pass \$5.00 2-Day Pass \$9.00 3-Day Pass \$12.00 4-Day Pass \$15.00 30-Day Pass \$64.00	Student Field Trip Pass - \$1.50 for unlimited rides, minimum 15 students	Transfers eliminated effective January 1, 2009 Planned fare increase January 1, 2009

Agency Name	Avg No. Weekday Riders (000's)¹	Base Fare²	As of²	Transfers	Express/Zone/Unlimited / Peak Fare	Reduced Fare (Senior, Disabled, Student, Youth)	Special Passes	Volume Discount	Notes:
Denver Regional Transit District	247.8	\$1.75	2008	Free	Zone Charges Apply	Senior, Disabled & Student Base Fare \$0.75 Senior, Disabled & Student 30-Day Pass \$29.00 Special fares for students riding to sporting events Children under 6 ride free	Local Service Day Pass \$4.50 Regular Service Day Pass \$10.00 30-Day Pass \$60.00 Annual Pass \$594.00	10 rides for \$7.50 (Save \$1.00 per ride)	
Minneapolis Metro Transit	247.6	\$1.50	2005	Free Valid for 2.5 hrs	Zone: \$0.50 Express: \$2.00	Senior, Disabled, Youth & Student Base Fare \$0.50 Children Under 6 ride free	1-Day Pass \$6.00 30-Day Pass \$50.00	Group discount available through Employer Program	Students purchase discount passes through their school
Port Authority of NY & NJ	247.3	\$1.50	2007	No Transfers	None	Senior Base Fare \$1.00 Children under 5 ride free	None	11 ride Quick Card ⁶ \$15.00 (Save \$0.14 per ride) 20 ride Quick Card \$24.00 (Save \$0.30 per ride) 40 ride Quick Card \$48.00 (Save \$0.30 per ride)	

Agency Name	Avg No. Weekday Riders (000's) ¹	Base Fare ²	As of ²	Transfers	Express/Zone/Unlimited / Peak Fare	Reduced Fare (Senior, Disabled, Student, Youth)	Special Passes	Volume Discount	Notes:
Valley Transportation Authority	N/A	\$1.75	2007	Free	Express: \$3.50	Senior & Disabled Base Fare \$0.75 Senior & Disabled 30-Day Pass \$20.00 Youth Base Fare \$1.50 Youth (5-17) 30-Day Pass \$40.00 Children under 5 ride free	1-Day Pass \$5.00 30-Day Pass \$61.25	Purchase 5 Adult 1-Day Prepaid Passes for \$22.50 (Save \$0.50 per ride) Purchase 5 Senior and Disabled 1-Day Prepaid Passes for \$18.00 (Save \$1.40 per ride)	Class Pass program allows teachers within Santa Clara County to take students on field trips by VTA bus and light rail for free
AC Transit	N/A	\$1.75	2005	\$0.25	Adult Transbay \$3.50 Senior, Disabled Transbay \$1.70 Youth (5-17) Transbay \$1.70	Senior & Disabled Base Fare \$0.85 Senior & Disabled 30-Day Pass \$20.00 Youth (5-17) Base Fare \$0.85 Youth (5-17) 30-Day Pass \$15.00	30-Day Pass \$70.00	No volume discount	

Agency Name	Avg No. Weekday Riders (000's) ¹	Base Fare ²	As of ²	Transfers	Express/Zone/Unlimited / Peak Fare	Reduced Fare (Senior, Disabled, Student, Youth)	Special Passes	Volume Discount	Notes:
Golden Gate Transit	N/A	\$3.15	2006	No Transfers	Zone Charges Apply	Senior & Disabled Base Fare \$1.55 Youth (6-18) Base Fare \$1.55	None	Volume discount when purchasing 20 ticket booklet. Volume of discount dependent upon zone to zone travel.	
Sam Trans	N/A	\$1.50	2003	No Transfers	Zone Charges Apply	Senior & Disabled Base Fare \$0.75 Senior & Disabled 30-Day Pass \$22.00 Youth (5-17) Base Fare \$1.00 Youth (5-17) 30-Day Pass \$29.00	30-Day Pass \$48.00 Round Trip Pass \$15.00 Bay to Breakers \$12.50	Adult 10 tokens \$12.50 (Save \$0.25 per ride) Youth 10 tokens \$8.00 (Save \$0.20 per ride)	

¹APTA transit rider ship report 4th Quarter 2006

²APTA Adult Single-Trip Base Fare Report

³ EZ Pass allows riders to use all trains and buses.

⁴ Breeze cards are rechargeable electronic cards that account for fares and transfers.

⁵EZ cards are a discounted fare program purchased on-line, mail and select retail vendors.

⁶Quick cards are rechargeable fare cards

ATTACHMENT 4

CURRENT FARES, RATES, FINES AND FEES

FARES AND FEES

DESCRIPTION OF FEES	CODE REFERENCE	CURRENT FEES
Cash Fare	City Charter	\$1.50
Adult Monthly Pass	City Charter	\$45.00
Senior Monthly Pass	City Charter	\$10.00
Youth Monthly Pass	City Charter	\$10.00
Disabled Monthly Sticker affixed to ID Card	City Charter	\$10.00
Weekly Pass	City Charter	\$15.00
Lifeline Pass	City Charter	\$35.00
Passport: 1 day/3 day/7 day	City Charter	\$11/ \$18/ \$24
Candlestick Park Express and Special Event Service	City Charter	Adult-\$7 Senior/Disabled/Youth-\$5 Adult/Senior/Disabled/Youth with valid pass or pass equivalent-\$3
Red Light Camera Violation Fine	CVC42001.15	\$400.90
Residential Parking Permit	TC308	\$60 per year \$30 half year \$60 for renewal
Residential Parking Permit-Temporary	TC308	\$20 per week for up to 4 weeks, or 4 weeks for \$40
Parking Permit-Visitor	TC308	\$20 for two weeks \$30 for four weeks \$40 for six weeks \$50 for eight weeks
Parking Permit-Business	TC308	\$60 per year \$30 half year
Parking Permit-Contractor	TC202C	\$500 per year \$250 half year
Parking Permit: Teacher, Healthcare, Student, Vanpool, or Carpool	TC308.1 and 308.2	\$60 per year
Farmer's Market		\$93 per quarter

DESCRIPTION OF FEES	CODE REFERENCE	CURRENT FEES
Boot Removal Fee	VC22651.7	\$75.00
Administrative Tow fee	TC170.1	\$60.00
Contractor's Tow Fee	Set by Contract Bid. Subject to Annual CPI Increase.	\$21.00
Abandoned Vehicle Fee	TC226	\$1.00
Vehicle Repossession Fee	CVC	\$15.00
Street Closure Fee	TC806 (c)	When notice is given more than 59 days, between 30-59 days, between 8-29 days, and less than 8 days, the respective fees for covering multiple streets are \$225, \$275, \$325, \$375 and for covering single block are \$100, \$150, \$200, \$250.
White, Green Curbs New Request. Citizens are charged a processing fee plus a fee for painting per request.	MC, Part III, 129.5	When the lengths of curbs are less than 22 ft, between 23-44 ft, between 45-66 ft, and greater than 66 ft, the respective fees are \$250+\$115, \$500+\$230, \$750+\$345, \$1,000+\$460.
White, Green Curbs Renewal. Citizens are charged a processing fee plus a fee for painting per request.	MC, Part III, 129.5	When the lengths of curbs are less than 22 ft, between 23-44 ft, between 45-66 ft, and greater than 66 ft, the respective fees are \$80+\$80, \$160+\$160, \$240+\$240, \$320+\$320.
Red Curbs. Citizens are charged a processing fee plus a fee for painting per request.	MC, Part III, 129.5	\$60+\$53
Special Traffic permit	TC194	\$100 base fee + \$20 per day
Truck Permit		\$90 per year, \$16 per single use
PARKING METER RATES		
Area #1	TC203.1	\$3.00/hour
Area #2 & Area #4	TC203.2 & 203.4	\$2.50/hour
Area #3	TC203.3	\$1.50/hour

PARKING VIOLATIONS

PARKING FINE VIOLATION CODE	FINE DESCRIPTION	CURRENT FINE
BR2495.4	DISOBEYING SIGNS	\$23.00
BR2495.5	RED ZONE	\$25.00
BR2495.5	CROSSWALK	\$23.00
BR2495.5	DRIVEWAY	\$50.00
BR2495.5	FIRE HYDT	\$33.00
BR2495.5	YEL ZONE	\$25.00
BR2495.5	WHITE ZONE	\$23.00
BR2495.5	HANDI ZONE	\$103.00
BR2495.5	ALLOT SPC	\$23.00
BR2495.7	M/C IN PRK	\$23.00
GO1.H.2	PKG PROHIB	\$50.00
GO1.H.3	MET/OV TIM	\$30.00
GO1.H.4	PKG PROHIB	\$50.00
GO1.H.4.	BLUE ZONE	\$275.00
H20.1	LMT PRK AREA	\$23.00
H20A	TIME PKG	\$23.00
H21A	8 1/2FT RR	\$23.00
H21B	FIRE LANES	\$23.00
H21C	FNT FREHSE	\$23.00
H21D	DRIVEWAY	\$28.00
H21E	IN CRSSWLK	\$23.00
H21F	MRKED AREA	\$23.00
H22	PRK PROHIB	\$23.00
H23A	RED ZONE	\$23.00
H23B	YEL ZONE	\$23.00
H23C	WHITE ZONE	\$23.00
H23D	GREEN ZONE	\$23.00
H24A	RED ZONE	\$23.00
H24B	RED/WHITE ZONE	\$23.00
H24C	WHITE ZONE	\$23.00
H24D	GREEN ZONE	\$23.00
H24E	ANGLE PRK	\$23.00
H25	RESTR PRK	\$23.00
H26	18" CURB	\$23.00
H30A	DBL PKG	\$43.00

PARKING FINE VIOLATION CODE	FINE DESCRIPTION	CURRENT FINE
H34	NO STOP BAY/POWELL	\$23.00
H81	PRK METER	\$13.00
MP3703A	CAR ALARM/EMERG	\$65.00
MP3703B	CAR ALM 15 MINS	\$65.00
MP3704B	ALARM TIME 15 MINS	\$50.00
MP710.2	FOR SALE SIGN	\$50.00
MP97A	OCCUPY CAMPER ETC	\$100.00
PC1318	FTA ON DR	\$136.00
PK3.02	DISOBEYING SIGN	\$28.00
PK6.01A	STAY ON RD	\$23.00
PK6.01C	ACCESS ROADS	\$23.00
PK6.01D	ILLEGAL PARKING	\$23.00
PK6.01E	WRK ON CAR	\$43.00
PK6.01F	PARK ON RIGHT	\$23.00
PK6.01G	PARK 10PM TO 6AM	\$23.00
PK6.01H	MARINA GREEN PARKING	\$23.00
PK6.01I	FIRETRAIL	\$23.00
PK6.05	COMM VEH	\$23.00
PK6.06	SIGHTSEEING BUS	\$23.00
PK6.06.2	SIGHTSEEING BUS	\$23.00
PK6.09	NO SOLICITING	\$23.00
PK7.03U	NO PERMIT	\$23.00
S27176	GG BRDGE/SIGNS	\$23.00
TC202	PRK METER	\$40.00
TC202.1	PRK METER DOWNTOWN	\$50.00
TC202C	M/C METER ONLY	\$13.00
TC21.3	REMOVE CHALK	\$100.00
TC219	PARKING METER M/C	\$75.00
TC27	MC PARKING ZONE	\$75.00
TC31.2	CABLE CAR TRACK	\$50.00
TC315A	RESIDENTIAL	\$50.00
TC315C	UNAUTH PERMIT	\$50.00
TC32.1	CITY HALL PERMIT	\$40.00
TC32.1.1	MAIN LIBRARY	\$40.00
TC32.1.10	PARK CTRL/WASH/JACK	\$40.00
TC32.1.11	PRK CTRL/DPW PROP	\$40.00

PARKING FINE VIOLATION CODE	FINE DESCRIPTION	CURRENT FINE
TC32.1.2	LIBRARIES	\$40.00
TC32.1.3	SOCIAL SERVICES	\$40.00
TC32.1.4	HOUSING AUTHORITY	\$40.00
TC32.1.5	MUNI RWY TERMINALS	\$40.00
TC32.1.6	PRK CTRL/CASTRO	\$40.00
TC32.1.7	PRK CTRL/SFUSD PROP	\$40.00
TC32.1.8	PRK CTRL/PLUM STREET	\$40.00
TC32.1.9	PRK CTRL/PUC PROP	\$40.00
TC32.10	OFF STREET PARKNG	\$40.00
TC32.11	MUNI PRK LOTS	\$23.00
TC32.12	OFF ST OVTME	\$40.00
TC32.13	OFF ST PAR/DIAG	\$35.00
TC32.14	OFF ST/MRKD SPACE	\$35.00
TC32.2	PRK CTRL/SF HOSPITAL	\$40.00
TC32.2.1	HEALTH CENTER NO1	\$40.00
TC32.2.2	SUNS/RICHMND HS CE	\$40.00
TC32.2.3	NE DIST H.S.	\$40.00
TC32.20	HANDICAPPED	\$23.00
TC32.21	BLK PRIV ENTR WAY	\$23.00
TC32.21A	BLCK CHRNGNG BAY	\$100.00
TC32.3	LAGUNA HONDA HOME	\$40.00
TC32.3.1	PRK CTRL/DPH GROVE	\$40.00
TC32.3.1	PRK CTRL/DPH GROVE	\$40.00
TC32.4	CANDLESTCK ACC RD	\$40.00
TC32.4.2A	FIRE LN/CNDLSK PK	\$40.00
TC32.4.2B	ALLOT SPC/CDLST	\$40.00
TC32.4.2C	HANDI/CNDLSTK	\$103.00
TC32.5	YOUTH GUID CENTER	\$40.00
TC32.6	PARK REGS/VARIOUS	\$40.00
TC32.6.1	HJ AHERN ST LOT	\$40.00
TC32.6.1	CITY ADMIN PRMT ONLY	\$40.00
TC32.6.1	SFFD PERMIT ONLY	\$40.00
TC32.6.13	TREAT AVE PERMIT	\$40.00
TC32.6.15	ST PLC PK ONLY	\$0.00
TC32.6.16	ELM ST PERMIT	\$40.00
TC32.6.2	CITY HALL GROVE	\$40.00

PARKING FINE VIOLATION CODE	FINE DESCRIPTION	CURRENT FINE
TC32.6.2	DPT PERMIT ONLY	\$40.00
TC32.6.2	CITY HALL PRMT ONLY	\$40.00
TC32.6.2	DPH PERMIT ONLY	\$40.00
TC32.6.2	SFPD PERMIT ONLY	\$40.00
TC32.6.2	OES TURK PRMT ONLY	\$40.00
TC32.6.2	SFSD 7TH PRMT ONLY	\$40.00
TC32.6.2	DA BRANNAN PRMT ONLY	\$40.00
TC32.6.2	DEPT CORR PRMT ONLY	\$40.00
TC32.6.2	HOJ PROP PRMT ONLY	\$40.00
TC32.6.2	SFPD PERMIT ONLY	\$40.00
TC32.6.3	7TH,AHEARN ETC	\$40.00
TC32.6.3	GREEN ST PERMIT ONLY	\$40.00
TC32.6.3	CLAY LAURL PRMT ONLY	\$40.00
TC32.6.3	HYDE ST PERMIT ONLY	\$40.00
TC32.6.3	ST LAW ENF PRMT ONLY	\$40.00
TC32.6.3	SFPD CNTRL STAT PRMT	\$40.00
TC32.6.4	MSS ST HRS	\$40.00
TC32.6.5	950 BRYANT	\$40.00
TC32.6.6	SFFD 698 2ND STREET	\$40.00
TC32.6.7	850 BRYANT ST	\$40.00
TC32.6.8	GRANT AVE	\$40.00
TC32.8.1	EUREKA VALLEY	\$15.00
TC32.8.10	MISSION #2	\$15.00
TC32.8.11	CLEMENT #1	\$15.00
TC32.8.12	CLEMENT #2	\$15.00
TC32.8.13	MARINA DISTRICT	\$15.00
TC32.8.14	NORTH BEACH	\$15.00
TC32.8.15	EXCELSIOR	\$15.00
TC32.8.16	INNER IRVING	\$15.00
TC32.8.17	LAKESIDE #1	\$15.00
TC32.8.18	LAKESIDE #2	\$15.00
TC32.8.19	MISSION/BARTLETT	\$15.00
TC32.8.20	GEARY #2	\$15.00
TC32.8.21	BAY VIEW #1	\$15.00
TC32.8.22	POLK #1	\$15.00
TC32.8.3	GEARY BLVD	\$15.00

PARKING FINE VIOLATION CODE	FINE DESCRIPTION	CURRENT FINE
TC32.8.4	OUTER IRVING	\$15.00
TC32.8.5	NOE VALLEY	\$15.00
TC32.8.6	WEST PORTAL #1	\$15.00
TC32.8.7	WEST PORTAL #2	\$15.00
TC32.8.8	PORTOLA	\$15.00
TC32.8.9	MISSION #1	\$15.00
TC32A	TOWAWAY ZONE	\$23.00
TC32A.1	TOWAWAY ZONE - DOWNT	\$60.00
TC32A.2	TOWAWAY ZONE	\$60.00
TC32B	PROHIB PRK	\$60.00
TC32C	OVERTIME PARKING	\$15.00
TC32C.1	OVERTIME PK DOWNTOWN	\$50.00
TC32C.2	OVERTIME PK OTHER	\$40.00
TC33.1	CONSTRUCTION ZONE	\$40.00
TC33.3	SPECIAL TRUCK ZONE	\$60.00
TC33.3.2	MARKET/BAY TRUCK	\$60.00
TC33.5	SCHOOL BUS ZONE	\$75.00
TC33B	TEMP PARKING PROH	\$23.00
TC33C	TEMP PARK RESTRTD	\$40.00
TC37A	PARKING OVER 72HR	\$75.00
TC37C	STREET CLEANING	\$40.00
TC38A	RED ZONE	\$75.00
TC38B	YELLOW ZONE DNTN	\$60.00
TC38B.1	YEL ZN OUT/DNTN	\$60.00
TC38C	WHITE ZONE	\$75.00
TC38D	GREEN ZONE	\$50.00
TC38K	BLUE ZONE	\$275.00
TC38N	BLOCK BIKE LANE	\$100.00
TC39B	TAXICAB ZONE	\$60.00
TC412A.1	TIME/CARPOOL ORD	\$23.00
TC412A.2	TIME/CARPOOL ORD	\$53.00
TC412A.3	TIME/CARPOOL ORD	\$103.00
TC412B	FALSE APPLICATION	\$253.00
TC412C	PERMIT ON WRG CAR	\$253.00
TC412D	COUNTERFIET PERMIT	\$253.00
TC50	INTERFERENCE/SIGN	\$35.00

PARKING FINE VIOLATION CODE	FINE DESCRIPTION	CURRENT FINE
TC53A	DBL PKING/RSTRICT ST	\$100.00
TC53B	DBL PARKING MED CANN.DISPENS.	\$100.00
TC54	DOUBLE PARKING	\$50.00
TC55	ANGLE PARKING	\$35.00
TC56	MEDIAN DIVIDERS	\$50.00
TC58A	BLOCK WHEELS	\$35.00
TC58C	NOT WITHIN SPACE	\$35.00
TC60	BUS/CLOSE TO CURB	\$35.00
TC60.5	ENGINE IDLE PARKED	\$100.00
TC61	100 FEET OVERSIZE	\$50.00
TC63	COMM. VEH. RESTRICTN	\$100.00
TC63.2	VEH HIRE PRK RESTRICTED	\$100.00
TC63.3	COMML ADVERT PROHIB	\$100.00
TC63A	PARK LTD/COMM VEH	\$100.00
TC64	SHIFT PARKED VEHICLE	\$50.00
TC65	REPARING VEHICLE	\$55.00
TC66	TOUR BUS LOADING ZON	\$100.00
TC69	KEY IN UNATTEND. VEH	\$35.00
TC70	IMPROPERLY PARKED	\$35.00
TC71	PARKED NEAR RR TRACK	\$35.00
TC71B	OBST FLOW OF TRAF	\$35.00
V21107.8	PRIVATE PARKING	\$23.00
V21113A	SCHOOL/PUB GROUND	\$45.00
V21211A	BICYCLE PATHS/LNS	\$50.00
V22500.1	PARKING IN FIRE LANE	\$50.00
V22500A	PARKING INTERSECTION	\$75.00
V22500B	PARKING/CROSSWALK	\$75.00
V22500C	SAFETY ZONE	\$75.00
V22500D	15 FT FIRE STATION	\$75.00
V22500E	DRIVEWAY	\$75.00
V22500F	ON SIDEWALK	\$100.00
V22500G	EXCAVATION	\$35.00
V22500H	DOUBLE PARKING	\$65.00
V22500I	BUS ZONE	\$250.00
V22500J	TUBE OR TUNNEL	\$35.00

PARKING FINE VIOLATION CODE	FINE DESCRIPTION	CURRENT FINE
V22500K	BRIDGE	\$35.00
V22500L	WHEELCHAIR ACCESS	\$250.00
V22502A	OVER 18 IN. FRM CURB	\$35.00
V22502B	WRONG WAY PARKING	\$35.00
V22502E	ONE-WAY ROAD/PKG	\$35.00
V22504A	UNINC AREA PARKING	\$35.00
V22505B	SIGNS	\$35.00
V22507.8A	ACCESSIBLE PARKING	\$250.00
V22507.8B	ACCESSIBLE PARKING	\$250.00
V22507.8C	ACCESSIBLE PARKING	\$250.00
V22511.56C	MISUSE PLC/CNFSCTE	\$500.00
V22511.56B	MISUSE OF PLACARD	\$500.00
V22511.57	LOST STOLEN PLACARD	\$500.00
V22514	FIRE HYDRANT	\$75.00
V22515	UNATTENDED VEHICLES	\$50.00
V22515A	UNATTENDED MOTOR VEHICLES	\$60.00
V22515B	UNATTENDED VEHICLES	\$60.00
V22516	LOCKED VEHICLES	\$45.00
V21718	STOP ON FREEWAY	\$35.00
V22521	RR TRACKS	\$65.00
V22522	W/3 FT HAND RAMP	\$275.00
V22523A	ABANDONED VEHICLE/HIGHWAY	\$200.00
V22523B	ABANDONED VEHICLE/PUBLIC OR PRIVATE PROP	\$200.00
V22526A	BLOCK/INTERSECTION	\$75.00
V22526B	BLOCK/INTESECTION/WHILE TURNING	\$100.00
V22651I	PARK	\$0.00
V23333	PARK/VEH CROSSING	\$60.00
V23336	STOPPING ON BRIDGE	\$35.00
V4462B	IMP REGIS/PLATES	\$50.00
V4464	ALTERED PLATES	\$50.00
V5017	ID PLATE	\$25.00
V5030	MOPED/NO PLATES	\$25.00
V5109	TRSF OF ENV PLTES	\$25.00
V5200	NO PLATES	\$100.00

PARKING FINE VIOLATION CODE	FINE DESCRIPTION	CURRENT FINE
V5201	PLATES/MOUNTING	\$50.00
V5201E	LIVESTK TLR/NO PLATE	\$25.00
V5201F	PLATE COVER	\$50.00
V5202	PERIOD OF DISPLAY	\$50.00
V5204A	TABS	\$50.00

	Civic Center	Ellis & O'Farrell	Fifth & Mission	Golden Gateway	Hoff Street	Japan Center	Lombard Street	Mission Bartlett	Moscone Center	North Beach
<u>Night Rates (after):</u>	7 pm	6 pm		5 pm	6 pm		6 pm			
0-1 Hour	2.00	2.50		6.00	2.50		2.50			
1-2 Hours	4.00	5.00		Flat Rate	5.00		5.00			
2-3 Hours	6.00	6.50			7.50		7.00			
3-4 Hours	8.00	6.50			10.00		9.50			
4-5 Hours		6.50								
Overnight								2.00		
Pre-paid Bulk Rate										
Overnight Flat Rate	2.00									

	Civic Center	Ellis & O'Farrell	Fifth & Mission	Golden Gateway	Hoff Street	Japan Center	Lombard Street	Mission Bartlett	Moscone Center	North Beach
<u>Week End Rates:</u>		Sunday Day								
0-1 Hour		2.50		3.00						
1-2 Hours		5.00		Shuttle Flat Rate						
2-3 Hours		6.50								
3-4 Hours		6.50								
4+ Hours		6.50								
Pre-paid Bulk Rate										
<u>Monthly</u>										
Regular	250	300	300	390	165	155	225	165	265	340
Reserve Area			325							

	Performing Arts	Polk-Bush	Portsmouth Square	General Hospital	St. Mary's Square	Sutter & Stockton	Union Square	Vallejo Street	1660 Mission	7th & Harrison Lot
<i>Day Rates (until):</i>			5 pm		6 pm	6 pm				
0-.5 Hour	2.50	1.75	2.50	1.25	3.00	2.00	2.50	2.50	2.50	2.00
0.5-1 Hour					6.00					
1-1.5 Hours	5.00	3.50	5.00	2.50	9.00	5.00	5.50	5.00	4.50	4.00
1.5-2 Hours					12.00					
2-2.5 Hours	7.50	5.00	7.50	3.75	15.00	7.00	8.50	7.50	6.50	6.00
2.5-3 Hours					18.00					
3-3.5 Hours	10.00	6.50	9.00	4.50	21.00	9.00	12.00	9.00	8.50	8.00
3.5-4 Hours					25.00					
4-4.5 Hours	12.50	8.00	12.00	6.00	29.00	12.00	16.00	12.00	10.50	10.00
4.5-5 Hours					32.00					
5-5.5 Hours	15.00	10.00	15.00	7.50	32.00	15.00	21.00	15.00	12.50	12.00
5.5-6 Hours					32.00					
6-7 Hours	18.00	12.00	18.00	9.00	32.00	18.00	26.00	18.00	15.50	12.00
7-8 Hours	21.00	14.00	22.00	12.00	32.00	22.00	31.00	22.00	18.50	12.00
8-9 Hours	25.00	16.50	26.00	12.00	32.00	26.00	31.00	26.00	22.50	12.00
24 maximum	27.00	18.50	26.00	12.00	32.00	33.50	31.00	26.00	22.50	12.00
Lost Ticket	27.00	18.50	26.00	12.00	32.00	33.50	31.00	26.00	22.50	12.00
Early Bird	10.00				21.00			11.00		8.00
Motor Cycle	4.00			3.00		5.00	5.00			3.00
Bicycle	free	free	free	free	free	free	free	free	free	free
Special Event	12.00	5.00								
Pre-paid Bulk Rate			15.00			18.00	20.00			
Student										
Juror Flat Rate	5.50									5.00
Berkeley Repertory										
<i>Nights and Weekends</i>			M-F							
<i>Night Rates (after):</i>			5 pm		6 pm	6 pm				

	Performing Arts	Polk-Bush	Portsmouth Square	General Hospital	St. Mary's Square	Sutter & Stockton	Union Square	Vallejo Street	1660 Mission	7th & Harrison Lot
0-1 Hour			5.00		2.00	2.00				
1-2 Hours			Flat Rate		3.50	4.00				
2-3 Hours					5.00	5.50				
3-4 Hours					7.00	7.50				
4-5 Hours					7.00	7.50				
Overnight										
Pre-paid Bulk Rate					7.00					
Overnight Flat Rate	2.00	2.00								

	Performing Arts	Polk-Bush	Portsmouth Square	General Hospital	St. Mary's Square	Sutter & Stockton	Union Square	Vallejo Street	1660 Mission	7th & Harrison Lot
<u>Week End Rates:</u>						Sunday 7A-6P				
0-1 Hour					2.00	2.00				5.00
1-2 Hours					3.50	4.00				Flat Rate
2-3 Hours					5.00	5.50				
3-4 Hours					7.00	7.50				
4+ Hours					7.00	7.50				
Pre-paid Bulk Rate					7.00					
<u>Monthly</u>										
Regular	260	200	370	90	390	375	375	340	125	125
Reserve Area										
Assigned	350	350	500	150	500	500	500	500		200
Restricted (M-F)	220		285							

	Performing Arts	Polk-Bush	Portsmouth Square	General Hospital	St. Mary's Square	Sutter & Stockton	Union Square	Vallejo Street	1660 Mission	7th & Harrison Lot
Evening		110	75	50				75		
Campus				115						
Resident										
Car Pool	75	75	175		210	185	185	175		100
Car Sharing	75	75	175	65	210	185	185	175		100
Motorcycle	60			50	70	65	70			50
<i>Validation (per stamp)</i>										
\$5.00 off			2.50							
1 hour off (day)				1.25						
1 hour off (night)				1.25						
1 1/2 hour off								2.50		
3 Hours Off					2.50					
High Volume (taxable)					nights &	12.50	15.00			
High Volume (non-tax)					wkends	10.00	12.00			
<i>Miscellaneous Charges</i>										
Late Monthly Payment	25.00	25.00	25.00	25.00	25.00	25.00	25.00	25.00	N/A	25.00
Lost /Damage Card	25.00	25.00	25.00	25.00	25.00	25.00	25.00	25.00	N/A	25.00
Access Card Deposit	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00	N/A	50.00
Garage Re-Open Fee	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00	N/A	50.00
No Key at Valet Charge	25.00	25.00	25.00	25.00	25.00	25.00	25.00	25.00	N/A	25.00