

CITY AND COUNTY OF SAN FRANCISCO



DENNIS J. HERRERA  
City Attorney

OFFICE OF THE CITY ATTORNEY

JOSHUA S. WHITE  
Deputy City Attorney

DIRECT DIAL: (415) 554-4661  
E-MAIL: [joshua.white@sfgov.org](mailto:joshua.white@sfgov.org)

May 8, 2014

TO ALL INTERESTED PARTIES:

Attached is the City Attorney's title and summary for the proposed declaration of policy designated by the Department of Elections as 14-03. In preparing this title and summary, the City Attorney makes no representation regarding the merits or legality of the proposed legislation. Nor does the City Attorney verify or confirm any factual or legal assertion made in the proposal. The title and summary is presented as a "true and impartial statement of the purpose of the proposed measure." Elections Code § 9203.

Very truly yours,

DENNIS J. HERRERA  
City Attorney

/s/

Joshua S. White  
Deputy City Attorney

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2014 MAY -8 AM 10:47

DEPARTMENT OF ELECTIONS

## POLICY REGARDING TRANSPORTATION PRIORITIES

The City's Charter includes a "Transit-First Policy" that requires City departments to implement principles making public transit, bicycling, and pedestrian travel and safety the City's top transportation priorities. The Charter vests the San Francisco Municipal Transportation Authority (SFMTA) with authority to manage MUNI, the City's public transit system. The Charter also gives SFMTA control over most of the City's parking meters and City-owned parking lots and garages, and authority to install new parking meters and build more parking facilities.

SFMTA generally sets the hours, days, and rates for parking meters and City-owned parking garages. It also determines the fine amounts for violations of parking restrictions. Most parking meters operate Monday through Saturday from 9:00 a.m. to 6:00 p.m. and Sunday from noon to 6:00 p.m., and do not operate on Thanksgiving, Christmas, and New Year's Day. The SFMTA Board of Directors has approved a plan to stop the operation of parking meters on Sundays, starting on July 1, 2014.

SFMTA has introduced demand-responsive pricing in designated parking meter areas. Demand-responsive pricing adjusts the price for parking according to demand.

SFMTA administers the Residential Parking Permit program, which allows residents to purchase a permit to park in their neighborhood for longer than the posted time restrictions. SFMTA sets the price for the permits.

The Charter requires SFMTA to spend revenues generated from SFMTA-managed parking garages and parking meters to support SFMTA operations, including public transit. The Charter establishes a base budget for the SFMTA. The Board of Supervisors may allocate to SFMTA additional revenues from various new sources, such as motor vehicle license fees and general obligation bonds approved by the voters. SFMTA may also issue its own bonds.

SFMTA is governed by a seven-member Board of Directors appointed by the Mayor. Four of the directors must be regular Muni riders and all seven directors must ride Muni at least once a week.

This measure would establish the following as City policy:

- Parking meters should not operate on Sundays, legal holidays, or outside the hours of 9:00 a.m. to 6:00 p.m. Starting on July 1, 2015, SFMTA should freeze fees for City-owned parking garages, meters, parking tickets, and neighborhood parking permits for five years;
- The City should not install any additional parking meters or parking meters with demand-responsive pricing in any neighborhood, unless a majority of households and businesses in that neighborhood have signed a petition supporting the changes;
- SFMTA should use a portion of funds generated by new parking, vehicle-related fees, or the sale of bonds for SFMTA purposes, to construct and operate neighborhood parking garages;
- The goal of any proposed re-engineering of traffic flows by the City should be to achieve safer, smoother-flowing streets;
- The City should equally enforce traffic laws for all users of San Francisco's streets and sidewalks; and
- SFMTA's Board of Directors should include a fair representation of all transportation stakeholders, including motorists, and SFMTA should create a Motorists' Citizens Advisory Committee.

**WORD COUNT:** 496 [Maximum: 500 words]

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MAY - 8 AM 10:45  
SAN FRANCISCO  
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