



Efficiency Improvement Options 1-Pagers

DRAFT FOR DISCUSSION

OCTOBER 2024

Disclaimer: These options are draft ideas for discussion by the Muni Funding Working Group only. There is no current plan at the SFMTA to implement these options.

October 17, 2024



Muni Funding Working Group Funding Options Summary



CATEGORY



Efficiency Improvements



Revenue Enhancements



Service Enhancements



Service Cuts



OVERVIEW

Title: Mailed Parking Citations

Description:

State law currently requires Parking Control Officers (PCOs) to print parking citations and place them on car windshields.

Amending that law would allow PCOs instead to send citations to the registered address of the vehicle and would mean skipping the riskiest part of the job (confronting angry customers), allowing PCOs to spend more time patrolling the streets and potentially issuing more citations.

FISCAL IMPACT

Increases Revenue

Decreases Expenditures

Is this scalable?

Yes

No

Projected Annual Deficit Reduction: Approx. \$740,000

Capital vs Operating Impact:

Enhance Operating Revenues

IMPLEMENTATION TIMELINE

Timeframe Details:

Short-term Medium-term Long-term

Would need to pass state legislation in 2025 and could begin implementation in early 2026.

IMPACT ANALYSIS

Accessibility Service Emissions Equity

Every PCO spends a significant part of their day placing citations on car windshields, and often confronting angry drivers. By eliminating this sometimes dangerous task, PCOs can spend more time patrolling the streets and less time outside their vehicle or negotiating with drivers. This could also increase PCO retention and reduce the need for retraining. PCOs average about 28 citations issued per day; if we assume that placing the citation takes one minute, that means they spend about 30 minutes of the 7 working hours each day (when subtracting for travel time to the work site), or about 7% of their time, outside their vehicles not issuing citations. That can be cut in half to 3.5% on the assumption that nearly half (47%) of citations issued are for street cleaning, which can't be made more efficient, since PCOs can't move faster than the street sweeper. Annual enforcement revenue for FY24 for the SFMTA was \$88,295,703; 3.5% of that is \$3m. When subtracting costs of mailing and additional staffing, mailed citations could yield an additional \$740,000.

ADDITIONAL CONSIDERATIONS (INCLUDING TRADEOFFS, CHALLENGES, OR RISKS)

We understand that there may be glitches with new technology and its implementation. We will incorporate user (PCO) input/testing early into the process if this policy is advanced. There could be an increase in people contesting their tickets and therefore an increase in workload for customer service representatives. Could elicit opposition from labor groups if they see it as a step toward automation of parking enforcement jobs, or causing more tension between PCOs and the public. Could raise issues related to equity if more parking citations are issued, and because low-income drivers may be less likely to have their vehicle's registered address updated. Could generate opposition from privacy groups because it uses license-plate recognition technology and sends citations to vehicle's registered addresses. If a driver has not updated their DMV registration information with their current address as required by law, they could incur late penalties and DMV hold. There may be opposition from public as they may be surprised by receiving a citation in the mail multiple days after the violation and were not aware that they had violated a parking regulation.

For more information visit: WWW.SF.GOV/MUNI-FUNDING-WORKING-GROUP

For questions please email: CON.MUNIFUNDING@SFGOV.ORG

Disclaimer: These options are draft ideas for discussion by the Muni Funding Working Group only. There is no current plan at the SFMTA to implement these options.

October 17, 2024



Muni Funding Working Group

Funding Options Summary



CATEGORY



Efficiency Improvements



Revenue Enhancements



Service Enhancements



Service Cuts



OVERVIEW

Title: Accelerated Work on Muni Forward

Description:

Accelerate implementation of Muni Forward transit priority improvements that reduce travel time and operating costs, such as stop consolidation, converting all-way stop signs to two-way, installing transit lanes and enhancing signal priority, on seven heavily used routes. Remove buses from service on these routes, saving up to \$5 million per year, while preserving frequency. Implement using a quick-build, pilot approach to deliver benefits immediately, yielding savings at least two years earlier than a traditional approach. Specific routes include the 1 California, 22 Fillmore, 29 Sunset, 38 Geary, 38R Geary Rapid, 44 O'Shaughnessy, and N Judah.

FISCAL IMPACT

Increases Revenue

Is this scalable?

Decreases Expenditures

Yes

No

Projected Annual Deficit Reduction: Up to \$5 million per year.

Capital vs Operating Impact: Reduces operating costs; requires up-front capital investment (grant-funded).

IMPLEMENTATION TIMELINE

Timeframe Details:

Short-term

Medium-term

Long-term

Planning and implementation would begin immediately and continue over the next 2-3 years.

IMPACT ANALYSIS



Accessibility



Service



Emissions



Equity

This proposal generally supports the SFMTA's values and benefits the hundreds of thousands of riders who use Muni every day. It will improve Muni service while containing and reducing costs. It will preserve accessibility by offsetting service cuts that can reduce access. It will allow for service preservation by "saving buses" on frequent routes through travel time reduction. It will reduce emissions by making transit a more attractive travel option. It will also support equity by delivering improved transit service across the city and reducing the impacts of service cuts. In general, Muni riders have lower incomes than the city as a whole, so improved transit service is especially important to equity communities.

ADDITIONAL CONSIDERATIONS (INCLUDING TRADEOFFS, CHALLENGES, OR RISKS)

The SFMTA has extensive experience delivering transit priority improvements, with over 100 miles built in the past decade. However, there are always tradeoffs involved, such as removing parking or traffic lanes, removing some closely spaced transit stops. An additional challenge or risk is ensuring that sufficient travel time is reduced to "save a bus", which entails reducing roundtrip runtime by about 5-7% overall. This is achievable and has been accomplished in the past on routes such as the 49 Van Ness/Mission, but requires sustained political support for the tradeoffs involved.

For more information visit: WWW.SF.GOV/MUNI-FUNDING-WORKING-GROUP

For questions please email: CON.MUNIFUNDING@SFGOV.ORG

Disclaimer: These options are draft ideas for discussion by the Muni Funding Working Group only. There is no current plan at the SFMTA to implement these options.



Muni Funding Working Group

Funding Options Summary



CATEGORY



Efficiency Improvements



Revenue Enhancements



Service Enhancements



Service Cuts



OVERVIEW

Title: Transit/HOV lanes on State right-of-way

Description:

October 17, 2024

Implement additional high-occupancy vehicle (HOV) lanes on state-owned highways to reduce transit travel times and operating costs. Specifically, expand HOV lanes on the 28 19th Avenue route to 19th Avenue (State Route 1) in the Sunset District, and make existing pilot HOV lanes permanent on the Park Presidio and Lombard corridors, which are both-state owned roadways. These improvements would reduce travel time the 28 19th Avenue, with the potential to remove one bus from operation while maintaining current transit frequency.

FISCAL IMPACT

Increases Revenue

Is this scalable?

Decreases Expenditures

Yes

No

Projected Annual Deficit Reduction: \$700,000 to \$1 million per year.

Capital vs Operating Impact: Reduces operating costs; requires small up-front capital investment (using existing identified funds).

IMPLEMENTATION TIMELINE

Timeframe Details:

Short-term

Medium-term

Long-term

Implementation of 19th Ave HOV lanes in approximately 3-4 years, following Caltrans repaving of 19th Avenue.

IMPACT ANALYSIS



Accessibility



Service



Emissions



Equity

This proposal generally supports the SFMTA's values and benefits the 15,000 riders who use the 28 19th Avenue and 28R 19th Avenue Rapid every day. It will improve Muni service while containing and reducing costs. It will preserve accessibility by offsetting service cuts that can reduce access. It will allow for service preservation by "saving a bus" through travel time reduction. It will reduce emissions by making transit a more attractive travel option. It will also support equity by delivering improved transit service across the city and reducing the impacts of service cuts.

ADDITIONAL CONSIDERATIONS (INCLUDING TRADEOFFS, CHALLENGES, OR RISKS)

The 28 19th Avenue operates almost entirely on state-owned highways. Expanding HOV lanes on this line or on other state highways, as well as making existing pilot HOV lanes permanent, will require Caltrans approval. For the existing HOV lanes pilot on Park Presidio/Lombard, Caltrans required a two-year pilot period, in addition to planning and evaluation phases. It will also require analysis on traffic impacts on 19th Avenue to ensure the lanes are feasible without unacceptable traffic impacts.

For more information visit: WWW.SF.GOV/MUNI-FUNDING-WORKING-GROUP

For questions please email: CON.MUNIFUNDING@SFGOV.ORG

Disclaimer: These options are draft ideas for discussion by the Muni Funding Working Group only. There is no current plan at the SFMTA to implement these options.

October 17, 2024



Muni Funding Working Group Funding Options Summary



CATEGORY



Efficiency Improvements



Revenue Enhancements



Service Enhancements



Service Cuts



OVERVIEW

Title: Automated Parking Enforcement

Description:

State law currently requires PCOs to observe parking violations in person, then print parking citations and place them on car windshields. Amending that law to enforce all or some large subset of parking violations via photo or video (like with transit or bike lines) would significantly speed enforcement, allowing PCOs to cover more ground and spend more time patrolling the streets.

FISCAL IMPACT

- Increases Revenue
 - Decreases Expenditures
- Is this scalable? Yes No

Projected Annual Deficit Reduction: \$3.5m to \$7m

Capital vs Operating Impact:
Enhance Operating Revenues

IMPLEMENTATION TIMELINE

Timeframe Details:

- Short-term
 - Medium-term
 - Long-term
- Fall/Winter 2024 - consult with impacted groups on bill provisions, seek an author
2025 - bill goes through legislative process
2026 - if signed, bill becomes effective, planning for implementation begins, PCO input, vendor input, testing
Early 2027 - system turned on

IMPACT ANALYSIS

- Accessibility
- Service
- Emissions
- Equity

Every PCO spends a significant part of their day stopping their vehicle, typing citation information into their handheld, getting out of the vehicle to place citations on car windshields, and often confronting angry drivers. By eliminating all of these tasks (including the sometimes dangerous task of handing a citation to an upset driver, or simply explaining, discussing, or negotiating), and utilizing camera technology for violations that clear and unambiguous (ex. Street sweeping), PCOs can spend more time patrolling the streets and focusing their attention on activities that require more discretion and are less conducive to automated technology. Other cities that have implemented automated parking enforcement have seen increases in their citation issuance: Amsterdam's increased by 30%; Calgary's increased by 40%. Annual enforcement revenue for FY 24 was \$88,295,703; increasing citation issuance by 20% (a conservative estimate) would yield an additional \$18.5 million. Subtracting costs of equipment, mailing and processing citations, additional labor to review photos/video and issue citations, and additional labor to deal with confused/upset drivers and those who protest citations, the potential net revenue could range from \$3.5M to \$7.2M annually.

ADDITIONAL CONSIDERATIONS (INCLUDING TRADEOFFS, CHALLENGES, OR RISKS)

We understand that there may be glitches with new technology and its implementation. We will incorporate user (PCO) input/testing early into the process if this policy is advanced. With increased and predictable parking enforcement, compliance may increase and revenues could begin to decline over time. It depends on how the program is implemented. Could raise issues related to equity if more parking tickets are issued and privacy if cameras and photos are being used to enforce parking laws. If a driver has not updated their DMV registration information with their current address as required by law, they could incur late penalties and DMV hold. Likely to generate opposition from enforcement officer (or other similar) labor groups if they view it as a step toward full automation of their jobs—SEIU reps expressed skepticism/opposition in a meeting on 10/7/24. Legislation that makes writing parking tickets easier sometimes meets a chilly reception in Sacramento, since no one, including legislators, likes paying parking tickets.

For more information visit: WWW.SF.GOV/MUNI-FUNDING-WORKING-GROUP
For questions please email: CON.MUNIFUNDING@SFGOV.ORG

Disclaimer: These options are draft ideas for discussion by the Muni Funding Working Group only. There is no current plan at the SFMTA to implement these options.