



A Transit Riders' Association for San Francisco • Box 190966, SF, CA 94119 • 415/273-1558 • www.rescuemuni.org

February 1, 2005

Chair and Members
San Francisco Municipal Transportation Agency
1 Carlton B. Goodlett Place
San Francisco, CA 94102

RE: FY 2006 Budget

Dear Members:

Rescue Muni urges you to implement all possible alternative revenue measures for Muni, notably parking fees and fines, *before* raising fares and cutting service. We urge the MTA to implement the following:

- Increase **parking fees and garage rates** to the revenue-maximizing level;
- Increase **parking fines**, particularly those for sidewalk parking, double parking, blocking bus lanes (particularly just before the tow-away restrictions expire), and so on;
- Increase the **residential parking permit fee** to completely cover the cost of administering the program (including enforcement); and
- Expand **meter and garage hours** (on evenings and Sundays) to maximize revenue and also increase vehicle turnover in commercial districts.

It's particularly important to **step up enforcement against blocking bus lanes**, because this causes chronic service delays and increases operating costs. Higher fines are critical to this effort.

While we understand that these are not enough to close the budget gap on their own, **they are absolutely necessary** to reduce the severity of service cuts and fare increases. We will oppose any budget that does not include significant increases in revenue from these parking-related sources.

In addition, we urge the MTA to act quickly to begin the necessary steps to put an increased **parking tax** on the ballot to fund Muni (with half the increased revenue going to the General Fund as required by Prop E), and also to implement a local **vehicle environmental impact fee** (preferably with a surcharge for overweight vehicles such as oversized SUVs) if and when state law is changed to allow this.

Finally, Rescue Muni strongly opposes certain proposals concerning the fare structure. We urge you to reject any budget that would charge for express service, discontinue or charge for transfers, or discontinue the Fast Pass on BART.

Thank you very much.

Sincerely,

Andrew Sullivan
Chair, Steering Committee