



1 [Urging the Municipal Transportation Agency to Refrain from Any Muni Fare Increases]

2

3 **Resolution urging the Municipal Transportation Agency to refrain from any Muni fare**  
4 **increases for the FY2021-2022 budget.**

5

6 WHEREAS, The City of San Francisco adopted in 1973 a “Transit First” policy under  
7 which the City government shall prioritize incentivizing public transit ridership in order to build  
8 a more equitable transit system and stronger economy that strives for clean streets and clean  
9 air; and

10 WHEREAS, Transit fare increases have consistently been found to discourage and  
11 diminish transit ridership while disproportionately impacting those potential riders who can  
12 afford increases the least; and

13 WHEREAS, Transit fare increases impose an undue burden on transit riders –  
14 particularly those City residents who do not have access to or cannot afford access to  
15 alternative methods of transportation; and

16 WHEREAS, It is estimated that every 10% increase in transit fares decreases transit  
17 ridership by 2%, according to a January 2018 University of California Institute of  
18 Transportation Studies Mobility Research Program study on Falling Transit Ridership in  
19 California prepared for the United States Department of Transportation and the Southern  
20 California Association of Governments; and

21 WHEREAS, Muni fares have doubled in the last 12 years, and the cost of a monthly  
22 Muni pass has risen 80% during that time period; and

23 WHEREAS, The typical Muni rider already pays nearly a \$1000 each year for a  
24 monthly pass, and parents/guardians pay more than \$1000 each year to travel on Muni with  
25 their children; and

1           WHEREAS, On January 28, at an SFMTA Board of Directors Special Meeting, MTA  
2 presented and discussed fare increases under MTA’s AIIP indexing formula to raise fares  
3 from \$2.50 for the Adult Single Ride (Clipper and Mobile) to \$2.75 in FY2021 and FY2022, the  
4 Adult “M” Monthly Pass from \$81.00 to \$85.00 in FY2021 to \$87.00 in FY2022, and the Adult  
5 Lifeline Monthly Pass from \$40.00 to \$42.00 FY2021 to \$43.00 in FY 2022; and

6           WHEREAS, On February 25, 2020, Mayor London Breed proclaimed a state of  
7 emergency based on coronavirus (COVID-19) (hereinafter referred to as “the emergency”);  
8 On March 3, 2020, the Board of Supervisors concurred in the February 25 Proclamation and  
9 in the actions taken by the Mayor to meet the emergency; On March 13, 2020, the Mayor  
10 issued a Second Supplement to the February 25 Proclamation, finding that the emergency is  
11 causing severe financial impacts on the local economy and on residents, including the  
12 substantial loss of income due to loss of compensable work hours and wages, layoffs and  
13 business closures; and

14           WHEREAS, On March 17, 2020, SFMTA staff presented three fare options to the MTA  
15 Board of Directors. All three proposals included fare increases; staff recommended a fare  
16 proposal that included the following fare increases: fares from \$2.50 for the Full Fare Single  
17 Ride (Electronic) to \$2.75 in FY2021 and FY2022, the Reduced Fare Single Ride (Electronic)  
18 from \$1.25 to \$1.35 in FY2021 and FY2022, the Adult “M” Monthly Pass from \$81.00 to  
19 \$88.00 in FY2021 and \$94.00 in FY2022, the Adult “A” Monthly Pass from \$98.00 to \$106.00  
20 in FY2021 and \$113.00 in FY2022, the Reduced Fare Monthly Pass from \$40.00 to \$44.00 in  
21 FY21 and \$47.00 in FY2022, the Lifeline Pass from \$40.00 to \$41.00 in FY2021 to \$42.00 in  
22 FY2022, and Paratransit Services from \$2.50 to \$2.75 in FY2021 and FY2022; and

23           WHEREAS, On April 3, 2020, SFMTA staff published on the MTA’s website revised  
24 recommendations to raise fares from \$2.50 for Full Fare Single Ride (Electronic) to \$2.80 in  
25 FY2021 to \$2.90 in FY2022; the Reduced Fare Single Ride (Electronic) from \$1.25 to \$1.40 in

1 FY2021 and \$1.45 in FY2022, the Adult "M" Monthly Pass from \$81.00 to \$86.00 in FY2021  
2 and \$88.00 in FY2022, the Adult "A" Monthly Pass from \$98.00 to \$103.00 in FY2021 and  
3 \$106 in FY2022, the Paratransit Van Services from \$2.50 to \$2.80 in FY2021 and \$2.90 in  
4 FY2022, the Lifeline Pass from \$40.00 to \$41.00 in FY2021 and \$42.00 in FY2022, and the  
5 Reduced Fare Monthly Pass from \$40.00 to \$43.00 in FY2021 and \$44.00 in FY2022; and

6 WHEREAS, The Board of Supervisors affirm its long-term commitment to increasing  
7 transit ridership and increasing service commensurate with rising demand for public  
8 transportation, and ensuring equity, affordability, and reliability of MUNI in furtherance of our  
9 Transit First policy; and

10 WHEREAS, The residents of San Francisco are in a period of particularly extreme  
11 financial uncertainty, as recognized by the Mayor and Board of Supervisors, and the  
12 imposition of fare increases at this time would add to financial hardship of our residents who  
13 use public transportation; now therefore, be it

14 RESOLVED, The San Francisco Board of Supervisors urges the SFMTA to refrain from  
15 including any fare increases in the FY2021-2022 budget.

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BOARD of SUPERVISORS



City Hall  
1 Dr. Carlton B. Goodlett Place, Room 244  
San Francisco 94102-4689  
Tel. No. 554-5184  
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TDD/TTY No. 554-5227

## MEMORANDUM

TO: Jeffrey Tumlin, Executive Director, Municipal Transportation Agency

FROM: Erica Major, Assistant Clerk, Land Use and Transportation Committee

DATE: February 18, 2020

SUBJECT: LEGISLATION INTRODUCED

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The Board of Supervisors' Land Use and Transportation Committee has received the following proposed legislation, introduced by Supervisor Preston on February 11, 2020:

**File No. 200147**

**Resolution urging the Municipal Transportation Agency to refrain from any Muni fare increases for the FY2021-2022 budget cycle.**

If you have comments or reports to be included with the file, please forward them to me at the Board of Supervisors, City Hall, Room 244, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102 or by email at: [erica.major@sfgov.org](mailto:erica.major@sfgov.org).

cc: Kate Breen, Municipal Transportation Agency  
Janet Martinsen, Municipal Transportation Agency  
Joel Ramos, Municipal Transportation Agency



**SFMTA**

San Francisco Municipal Transportation Agency

Fiscal Year 2021 & FY 2022 Operating and Capital

# Fare Proposals & Fiscal Update

BOS Land Use and Transportation Committee

April 6, 2020



# Fare Proposals

# Fiscal Year 2021 & 2022



## Fare Proposals: April 2020 Selected

Fare Type	Current	Baseline Indexing		Equity Monthly		Equity Clipper	
		FY21	FY22	FY21	FY22	FY21	FY22
Full Fare Single Ride	3.00	3.25	3.25	3.00	3.00	3.00	3.00
Full Fare Single Ride (Electronic)	2.50	2.75	2.75	2.75	2.75	2.80	2.90
Reduced Fare Single Ride	1.50	1.65	1.65	1.50	1.50	1.50	1.50
Reduced Fare Single Ride (Electronic)	1.25	1.40	1.40	1.35	1.35	1.40	1.45
Free Muni for all youth expansion				FREE	FREE	FREE	FREE
Free Muni for Individ. Exp. Homelessness				FREE	FREE	FREE	FREE
One-Day Pass (No Cable Car)	5.00	5.50	5.50	5.50	5.50	5.60	5.80
Adult "M" Monthly Pass	81.00	85.00	87.00	88.00	94.00	86.00	88.00
Adult "A" Monthly Pass (+ BART within SF)	98.00	102.00	104.40	106.00	113.00	103.00	106.00
Reduced Fare Monthly Pass	40.00	43.00	44.00	44.00	47.00	43.00	44.00
Lifeline Pass	40.00	43.00	44.00	41.00	42.00	41.00	42.00
Cable Car Single Ride	8.00	8.00	9.00	8.00	9.00	8.00	9.00
Paratransit Van Services	2.50	2.75	2.75	2.75	2.75	2.80	2.90

- Baseline Indexing**
- Continues gradual annual increases
  - Maintains current ratio between single ride fares and monthly passes
  - Keeps current free programs as they are

- Equity Monthly**
- Extends free Muni to all youth and cuts related administrative fees
  - Does not raise cash fare
  - Raises monthly passes
  - Maintains Clipper discount level
  - Keeps current free programs as they are
  - Creates a pass for people Experiencing Homelessness

- Equity Clipper**
- Extends free Muni to all youth and cuts related administrative fees
  - Does not raise cash fare
  - Lowers Clipper discount
  - Modestly raises monthly passes
  - Keeps current free programs as they are
  - Creates a pass for people Experiencing Homelessness

## Fare Proposals: April 2020 Selected

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## Fare Proposals: April 2020 Selected

Staff is recommending an equity based fare proposal, the proposed budget assumes *Equity Clipper* in the base.

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### SFMTA Fare Proposal Title VI Analysis

	Fare	Fare Change	Total Riders	Minority Riders	% Minority	Low Income Riders	% Low Income
<b>CASH</b>	Adult, single ride, cash	<i>No Change</i>	103,173	66,602	65%	46,274	50%
	Seniors, single ride, cash	<i>No Change</i>	3,537	1,700	48%	1,035	37%
	Disabled, single ride, cash	<i>No Change</i>	690	417	60%	498	81%
<b>ELECTRONIC</b>	Adult, single ride, electronic	Increase	199,565	97,130	49%	55,156	31%
	Seniors, single ride, electronic	Increase	3,738	1,168	31%	478	16%
	Disabled, single ride, electronic	Increase	569	353	62%	295	59%
<b>PASS</b>	Adult, Monthly Pass (A and M)	Increase	202,947	113,477	56%	50,177	28%

## SFMTA Fare Policy

### Monthly Pass: Comparison to Other Major Metros

City/Agency	FY20 Adult Rate	Single Rides to Break Even	FY 22 Equity Monthly	FY 22 Equity Clipper
SFMTA	\$81.00	32.4/27*	34.2/31.3	30.3/29.3
New York City	\$127.00	46.2		
Denver	\$114.00	40.1		
Boston	\$90.00	37.5		
Seattle	\$99.00	36		
Chicago	\$105.00	46.6		
Washington D.C.	\$126.00	63		
AC Transit	\$84.60	37.6		

FY 20: For SFMTA: 32.4 break-even based on \$2.50 Clipper/Mobile fare. 27 is based on \$3.00 cash fare

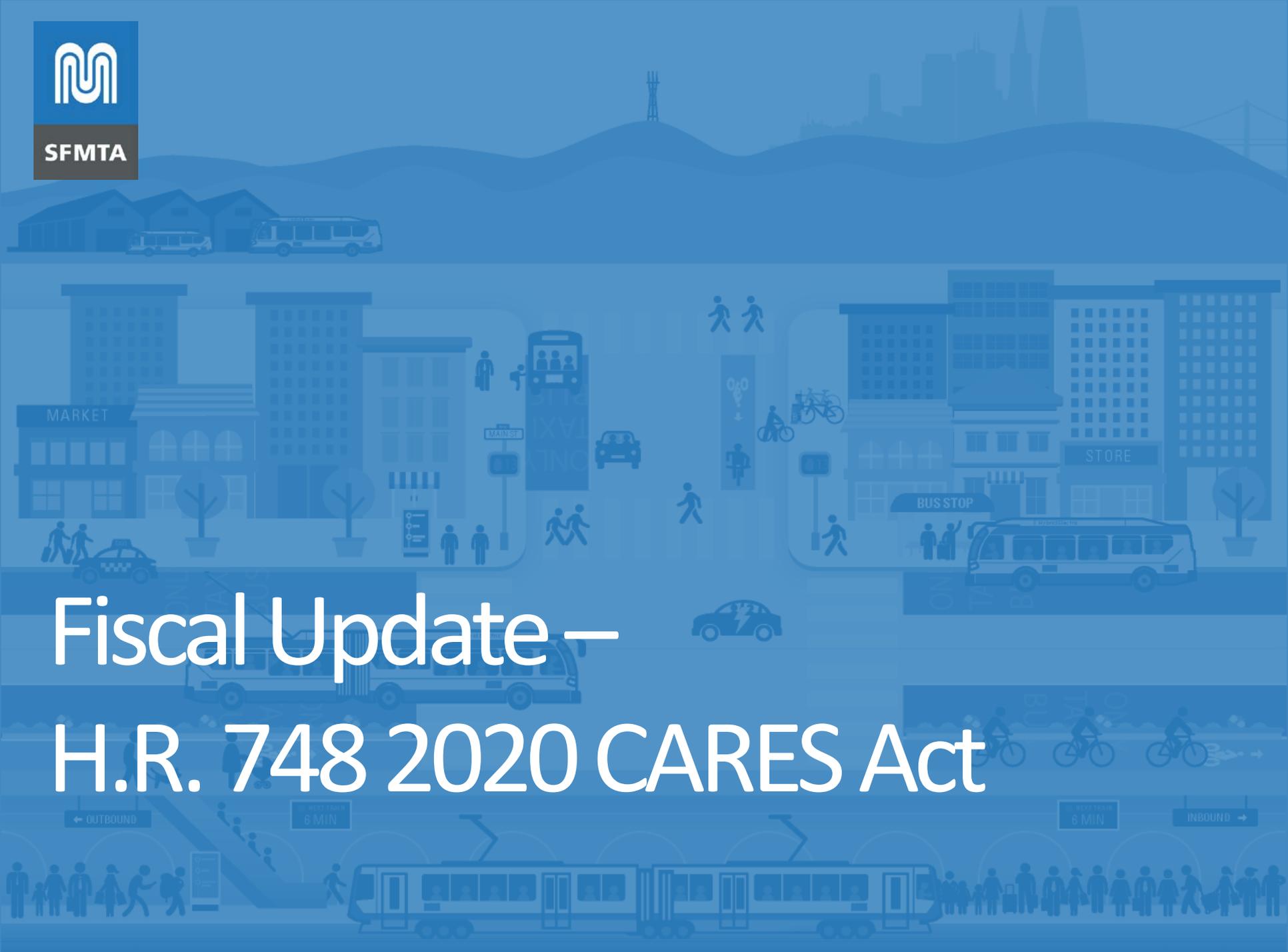
## Other Fare Proposals

Proposal	(Cost)/Revenue (\$M)
Muni Day Pass on Farebox (available only on MuniMobile currently)	<i>Minimal Cost</i>
Study Fare Capping on MuniMobile	
Free Muni Pass for People Facing Housing Insecurity	
Cable Car Discount for Seniors/Youth/People w/ Disabilities on MuniMobile	
Extend Bulk Sales Discounts for all Products on Muni Mobile	
Eliminate Clipper Differential for Passports due to slow transaction times impacting the ticket booths	



SFMTA

# Fiscal Update – H.R. 748 2020 CARES Act



**Beginning with a gap to close.**

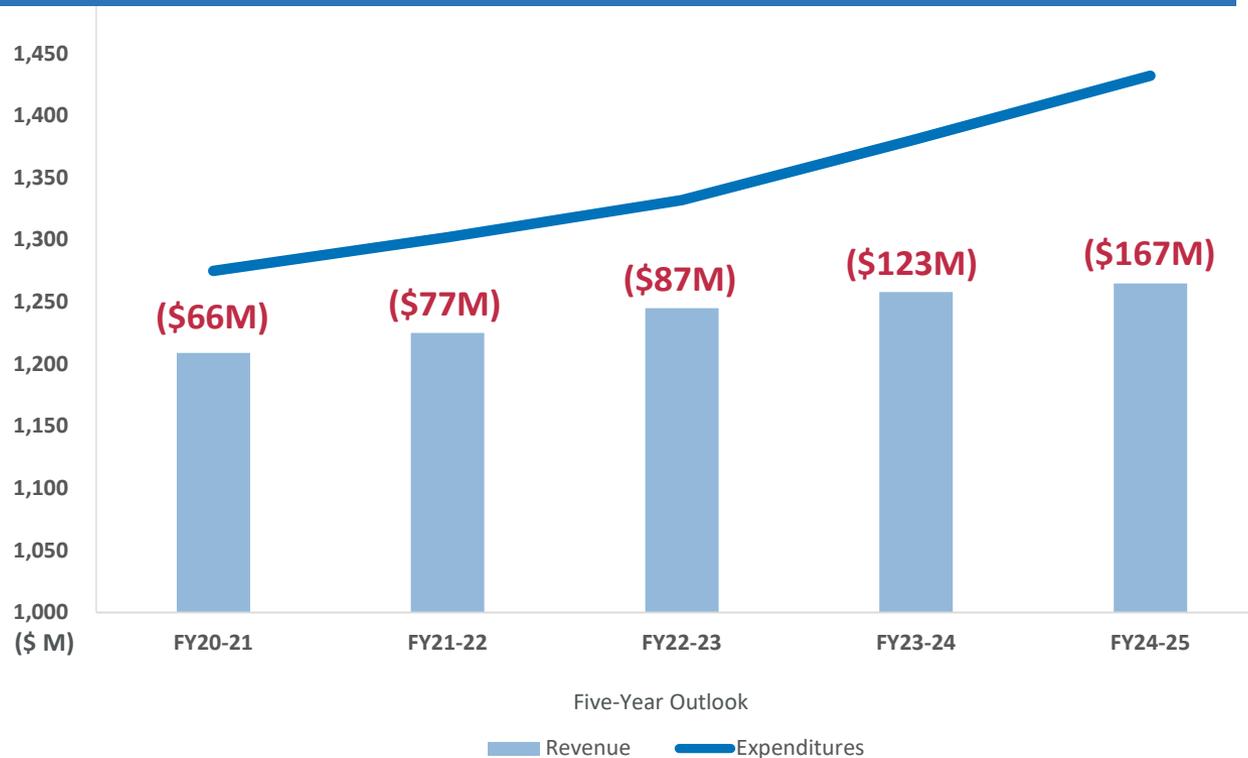
The SFMTA has an ongoing structural deficit. In January, we projected a budgetary shortfall that had to be brought into balance.

1/28/20 – Budget Baseline		
Item	FY 21, \$M	FY 22, \$M
Revenue – Base Projection	1,209	1,225
Expenditures – Adjusted Base	1,275	1,302
<b>Base Operating Gap</b>	<b>(66)</b>	<b>(77)</b>

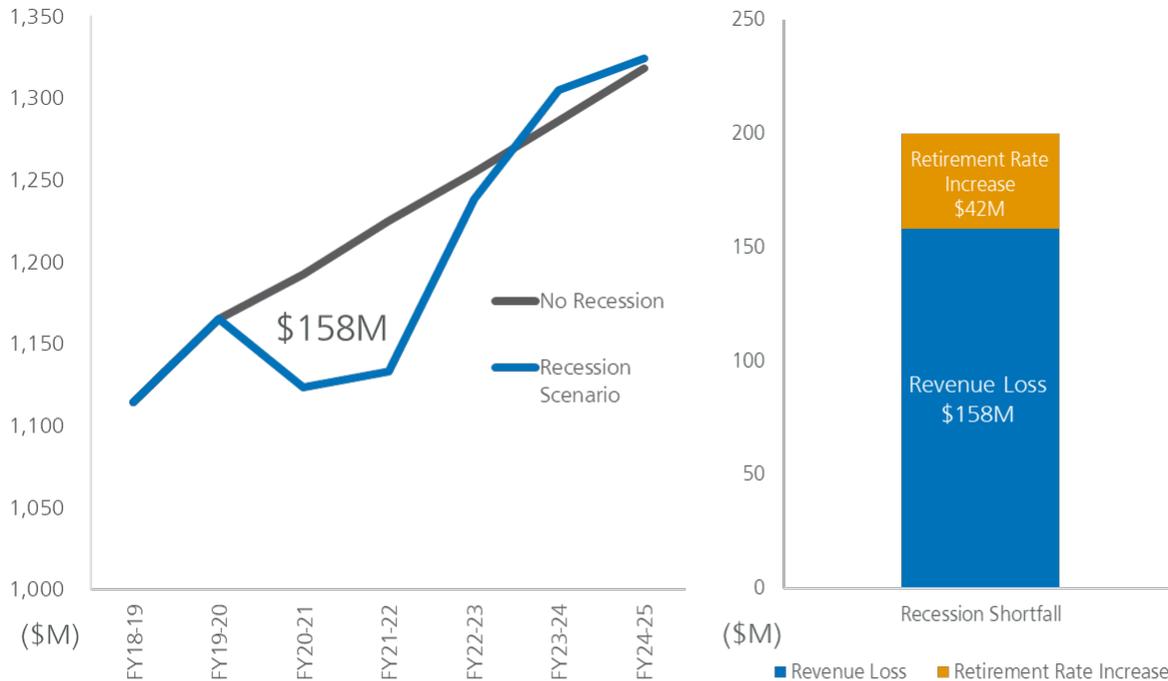
Beginning with a gap to close and a long-term structural deficit to correct.

The SFMTA has an **ongoing structural deficit**, and at the beginning of the budget process began with a deficit in the coming 2-years that must be closed.

### 1/28/20 – SFMTA 5-Year Forecast



## Resiliency in case of a recession.



*for Context:*

A revenue loss of \$25 million could mean a 5-8% service reduction and would remove up to 200 Operators from service.

- Assumes decrease in General Fund baselines and parking tax based on Controller scenario
- Decline in traffic fines, fees & permits and operating grants based on SFMTA revenue history during last recession
- No change in fares– based on SFMTA history during last recession.
- Note: an additional pressure on SFMTA budget would be likely increase in required pension contributions to make up for assumed investment losses ~\$42M based on Controller scenario.

## COVID-19 Fiscal Impacts

For the purposes of the FY 2021 and FY 2022 Consolidated Budget revenues were re-evaluated assuming an economic slowdown through 2020 and into 2021.

**Revenue updates have been completed**, including updates to General Fund Projections from the Controller's Office.

**Economic  
"Shock"**  
Fiscal Year 2020

Revenue Loss Estimate:  
**\$195 - \$220 million**

**Economic  
"Downturn"**  
Fiscal Year 2021

Revenue Loss Estimate:  
**\$70 - \$140 million**

**Economic  
"Downturn"**  
Fiscal Year 2022

Revenue Loss Estimate:  
**\$30 - \$70 million**

## COVID-19 Fiscal Impacts

When the COVID-19 public health emergency has resulted in significant impacts resulting in the need to put in fiscal controls and re-evaluate budget revenue projections.

### **Fiscal Controls Include:**

- Reductions in unscheduled overtime
- Re-evaluating the timing and schedule of hiring; slowing down hiring of positions that are not service critical
- Reductions in purchases of non-service critical services and supplies

## COVID-19 Fiscal Impacts

The **H.R. 748 the 2020 Coronavirus Aid, Relief and Economic Security (CARES) Act** was signed into law March 27 providing financial relief nationally to transit agencies.

### Details of the legislation include:

- \$25 billion appropriated based on FY20 funding formulas through the Federal Transit Administration (FTA)
- Funds may be used to reimburse operational expenses back to January 1, 2020
- Local Matching Requirement and TIP Requirements waived

## COVID-19 Fiscal Impacts

The Bay Area is anticipated to receive approximately \$1.3 billion in transit assistance funds to offset revenue losses due to the COVID-19 Public Health Emergency .

The Metropolitan Transportation Commission (MTC) is currently working with Bay Area Transit Agencies to program and allocate this funding.

- Anticipate **first action by MTC in April 2020**, with SFMTA receiving \$130 – 200 million, depending on methodology.
- **Second allocation expected in Summer 2020**, anticipate receiving allocation in the same \$130 – 200 million range.

**From:** [Mchugh, Eileen \(BOS\)](#)  
**To:** [Major, Erica \(BOS\)](#)  
**Subject:** FW: Support Resolution No. 200147 Urging the Municipal Transportation Agency to refrain from any Muni fare increases for FY 2021-2022  
**Date:** Friday, April 10, 2020 3:44:34 PM

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**From:** Carlo Sciammas <carlo@podersf.org>  
**Sent:** Friday, April 10, 2020 3:34 PM  
**To:** BOS-Supervisors <bos-supervisors@sfgov.org>  
**Cc:** BOS-Legislative Aides <bos-legislative\_aides@sfgov.org>  
**Subject:** Support Resolution No. 200147 Urging the Municipal Transportation Agency to refrain from any Muni fare increases for FY 2021-2022

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Members of the Board of Supervisors and Legislative Aides,

I am writing on behalf of PODER to support Supervisor Preston, Haney, Walton, Mar and Safai’s Resolution No. 200147 **Urging the Municipal Transportation Agency to refrain from any Muni fare increases for FY 2021-2022.**

Many San Franciscans are losing their jobs and many are wondering how they will be able to buy necessities and pay rent, utilities, mortgages, and the cost to upkeep their small businesses. We don’t know how this will impact residents’ livelihoods for the coming months as this public health crisis continues to take shape. The last thing that we need right now is fare increases.

More broadly, we object to MTA’s proposal to balance the deficit on the backs of riders. We are a transit first city and should do everything possible to support riders and encourage ridership once we get beyond past pandemic.

We hope we can count on your support for Supervisor Preston’s Resolution **Urging the Municipal Transportation Agency to refrain from any Muni fare increases for FY 2021-2022** on Tuesday at the Board of Supervisors meeting.

Sincerely,  
Charlie Sciammas

\_ \_ \* \_ \* \_ \* \_ \* \_ \* \_ \* \_ \* \_ \* \_ \* \_ \* \_ \* \_ \* \_ \* \_ \*

Charlie Carlo Sciammas, Lead Community Organizer

**iPODER!** (People Organizing to Demand Environmental & Economic Rights)

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Facebook: [www.facebook.com/pages/PODER-SF](https://www.facebook.com/pages/PODER-SF)

- \* \_ \* \_ \* \_ \* \_ \* \_ \* \_ \* \_ \* \_ \* \_ \* \_ \* \_ \* \_ \* \_ \* \_ \* \_ \*



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From: herbert weiner <[h.weiner@sbcglobal.net](mailto:h.weiner@sbcglobal.net)>

Sent: Monday, April 6, 2020 3:10 PM

To: Peskin, Aaron (BOS); [aishasafai@sfgov.org](mailto:aishasafai@sfgov.org); PrestonStaff (BOS)

Subject: the Land Use Committee meeting

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I am highly annoyed at my lack of opportunity to engage in public comment today.

Instead of making my proposals, the meeting ended and I was muzzled.

This is not the way the Board of Supervisors should function.

Be that as it may, I wish to make the following proposals about fare increases:

\*Management salaries, in times of fiscal crises, should be frozen. Many management salaries are six digit in number.

\*When managers leave MUNI, do not replace them.

\*Consultants should not be hired. MUNI staff should do the necessary research for projects and concerns.

\*I believe that fares increases are legally allowed if a certain level of service exists. Present MUNI performance does not justify this. Actually, I have experienced MUNI performance going down when fare increases occur.

Please allow others and myself to testify at meetings. The lack of opportunity was offensively rude and infuriating.

Herbert J.Weiner

District 1

**From:** [Board of Supervisors, \(BOS\)](#)  
**To:** [Major, Erica \(BOS\)](#)  
**Subject:** FW: Pls support Resolution 200147 Urging the Municipal Transportation Agency to refrain from any Muni fare increases for FY 2021-2022  
**Date:** Friday, April 10, 2020 3:40:57 PM

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**From:** acabande@somcan.org <acabande@somcan.org>  
**Sent:** Friday, April 10, 2020 1:39 PM  
**To:** BOS-Supervisors <bos-supervisors@sfgov.org>  
**Cc:** BOS-Legislative Aides <bos-legislative\_aides@sfgov.org>; Pj Eugenio <pjeugenio@somcan.org>  
**Subject:** Pls support Resolution 200147 Urging the Municipal Transportation Agency to refrain from any Muni fare increases for FY 2021-2022

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Board of Supervisors,

My name is Angelica Cabande and I am writing on behalf of SOMCAN to support Supervisor Preston, Haney, Walton, Mar and Safai's Resolution No. 200147 **Urging the Municipal Transportation Agency to refrain from any Muni fare increases for FY 2021-2022.**

Public transit in SF is essential for all of us to get around the City for school, work, appointments, groceries and etc. The fare increase will only decrease ridership and overburden riders. It is estimated that every 10 percent increase in transit fares decreases transit ridership by 2 percent, according to a January 2018 University of California Institute of Transportation Studies Mobility Research Program study on Falling Transit Ridership in California.

On February 23, 2020, SOMCAN dropped off over 1,400 postcard and signed petition to the SFMTA Board of Directors from transit riders opposing the fare increase. One of our member said, "I don't really see a change in service, buses are still late and some communities are still underserved, the only difference now is riders are hopping on MUNI because they can't afford it".

During this uncertain time of COVID-19, many San Franciscans are losing their jobs and many are wondering how they will be able to buy necessities and pay rent, utilities, mortgages, and the cost to upkeep their small businesses. We don't know how this will impact residents' livelihoods for the coming months as this public health crisis continues to take shape. The last thing that we need right now is fare increases in the cash, clipper and monthly pass.

More broadly, we object to MTA's proposal to balance the deficit on the backs of riders. We are a transit first city and should do everything possible to support riders and encourage ridership once we get beyond past pandemic.

We hope we can count on your support for Supervisor Preston's Resolution 200147 **Urging the Municipal Transportation Agency to refrain from any Muni fare increases for FY 2021-2022** on Tuesday at the Board of Supervisors meeting.

Sincerely,

Angelica Cabande  
Organizational Director  
SOMCAN

\*\*\*\*\*

Angelica Cabande  
Organizational Director  
South of Market Community Action Network (SOMCAN)  
1110 Howard Street  
San Francisco, CA 94103

[www.somcan.org](http://www.somcan.org)

Office: (415) 255-7693

