



April 6, 2026

SFMTA Board of Directors
One South Van Ness Avenue, 7th Floor
San Francisco, CA 94103

Re: San Francisco Transit Riders comments on proposed budget

Dear Chair Tarlov and SFMTA Board Directors:

The proposed budget for FY26-27 and FY27-28 contains a lot to celebrate: Fare capping, fair changes in parking prices, and a strong commitment to cost savings and efficiencies that are crucial to support transit and gain public trust.

After conversations with our members – public transit riders from across the city with varying uses and visions for the future of Muni – San Francisco Transit Riders submits the following comments regarding proposed changes to the budget:

Fare capping and fare indexing: The board should not increase fares to \$3.10 in year two, and should instead keep fares steady at \$3.00. \$3.10 fares would set Muni's fares higher than any other similar agency in the country – a record that we should not be proud of.

Besides the additional price burden for riders, a \$3.10 fare also presents other impracticalities. Dealing with dimes at the farebox is bothersome for riders and will slow down buses. This is a concern we have heard expressed to us from transit riders and operators alike.

Yet forgoing a fare increase need not lead to lower revenue for the agency. Daily fare capping presents an opportunity to keep fares steady, improve rider convenience, *and* implement a novel way to meet the agency's growing financial need.

Specifically, we recommend keeping fares steady at \$3 while increasing the day pass/fare cap from the cost of 2 trips to whatever is necessary to backfill the missed revenue from keeping fares at \$3. For example, the price of a day pass could be set to the cost of 2.2 or 2.5 single-ride fares instead of just 2 (as currently proposed). We believe that this arrangement will lead to the best value and convenience for riders while still generating the same amount of revenue as staff's current budget proposal.

Many other agencies already implement a fare cap like this – LA Metro and AC Transit both currently cap fares at a rate somewhere between two and three single-ride fares.

Compared to staff's current proposal, this benefits regular commuters who may rarely take more than two trips per day – at \$3, they will save ten cents on each of their single-ride fares. But it also benefits the occasional Muni rider or visitors to San Francisco – because of fare capping, they will now have an incentive to rely on Muni for more trips during their visit.

Cable car fare increases: These changes beg a broader dialogue about the role that cable cars should play in our city's transportation ecosystem. San Francisco Transit Riders believes that the cable cars are more than just a tourist attraction – they are a key and historic component of San



Francisco's transportation infrastructure. While it is disappointing to see fares set so high in the SFMTA proposals, we are glad that in the most recent iteration of the Cable Car Plus pass some kids will ride free. In the interest of simplicity, and to bring cable car fares more closely in line with general Muni fare rules, all kids should ride free with the purchase of an adult ticket.

Specifying that only two children can ride free for each adult adds new complexity to this proposal which was originally meant to simplify cable car fares. *Why should a single parent of three pay double the price of a single parent of two?* Simply doing away with the limit on children will not drastically change the agency's revenue, but will be a significant reduction in headaches for families experiencing the city for the first time, and an inspiration for children to come back when they grow older and experience cable cars again as paying adults.

It also makes sense to continue offering a single-ride fare to better accommodate more spur-of-the-moment trips. Many riders will still hop on the cable cars for a single trip at \$10 or \$12. Locking all riders into a day pass forgoes those types of riders.

Care should also be taken with fare capping to ensure that riders are never charged more than the rate of the Cable Car Plus pass each day (for example if they ride a couple Muni buses before hopping on a cable car – will their payment still be capped at \$18?).

Parking fines: We do not support lowering the parking fines for displaying a parking permit on a non-permitted vehicle. Drivers who do so are being blatantly deceptive and should not be given a 55% discount on their \$108 fine for cheating the system while transit riders are still asked to pay a whopping \$130 fine for fare evasion. If the agency wants to project the image that they are being harsh on people who try to "dodge" payment, it should not lessen the punishment for drivers while simultaneously doubling down on its enforcement of transit riders.

Sincerely,

A handwritten signature in black ink, appearing to read "Dylan Fabris". The signature is fluid and cursive, with a long, sweeping underline that extends to the left.

Dylan Fabris
Community & Policy Manager
San Francisco Transit Riders