

1 [Following Through on Free Youth Transportation]

2 **Urging the City & County of San Francisco to continue agreeing on a plan to implement free**  
3 **MUNI for San Francisco’s young people.**

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5 WHEREAS, A high proportion of San Francisco’s youth population use MUNI to get to school,  
6 work, the location of their extracurricular activities, and many other places; and

7 WHEREAS, To wit, according to the Spring 2012 YouthVote Student Survey, which polls more  
8 youth than any other issue-based survey in San Francisco, about 2/3 of respondents (66%) use some  
9 form of public transportation to get to or from school and half (50%) of students need or would need to  
10 take more than one train or bus to get to school;<sup>1</sup> and

11 WHEREAS, According to SEC. 8A.115 of the City Charter, San Francisco has a Transit First  
12 Policy, the second point of which declares, “Public transit [...] is an economically and environmentally  
13 sound alternative to transportation by individual automobiles. Within San Francisco, travel by public  
14 transit, by bicycle and on foot must be an attractive alternative to travel by private automobile;” and

15 WHEREAS, The current cost of MUNI fares and fast passes are a financial burden to many  
16 young people and their families, especially those already struggling to make ends meet, and such  
17 drastic fare increases only exacerbate the financial challenges these families face; and

18 WHEREAS, There are many low-income young people in San Francisco; for example, of the  
19 53,033 students enrolled in the San Francisco Unified School District (SFUSD), 61% qualify for free or  
20 reduced lunch;<sup>2</sup> and

21 WHEREAS, The SFUSD has radically slashed its school bus service, cutting over half of its  
22 yellow bus service from school year 2010-2011 to school year 2011-2012;<sup>3</sup> and

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24 <sup>1</sup> San Francisco Youth Empowerment Fund Spring 2012 Student Survey. Accessed September 26, 2012.  
[http://www.yefsf.org/S12survey\\_transportation.html](http://www.yefsf.org/S12survey_transportation.html).

25 <sup>2</sup> “Facts at a Glance/April 2011,” SFUSD website, accessed August 23, 2011, [http://www.sfusd.edu/assets/sfusd-staff/about-SFUSD/files/SFUSD%20Facts%20at%20a%20Glance%20\(April%202011\).pdf](http://www.sfusd.edu/assets/sfusd-staff/about-SFUSD/files/SFUSD%20Facts%20at%20a%20Glance%20(April%202011).pdf).

1 WHEREAS, As documented in resolutions adopted by the Youth Commission on February 1,  
2 2010, January 3, 2011, and September 19, 2011 the San Francisco Municipal Transportation Agency  
3 (SFMTA) has dramatically increased the cost of the Youth Fast Pass in the last three years, from \$10  
4 in May 2009 to \$15 in December 2009, \$20 in May 2010, \$21 in July 2011, and \$22 in July 2012<sup>4</sup>; and

5 WHEREAS, Along with the Youth Commission, various youth service providers, the Free MUNI  
6 for Youth Coalition, the Board of Supervisors (in resolutions 141-10, adopted on April 6, 2010<sup>5</sup>, 83-11,  
7 adopted on February 15, 2011<sup>6</sup>, and 111-032, adopted on October 18, 2011<sup>7</sup>) and the Board of  
8 Education (in resolution 104-13A2, adopted on April 13, 2011<sup>8</sup>) have all acknowledged the fact that the  
9 cost of public transportation is a major concern for San Francisco's youth population; and

10 WHEREAS, The SFMTA has responded to the issue of the affordability of youth fares in its  
11 FYs 10-11 and 11-12 Operating Budget, adopted on April 20, 2010<sup>9</sup> (which budgeted for the creation  
12 of a Youth Lifeline fast pass), a resolution adopted on March 1, 2011<sup>10</sup> (which allowed for changes in  
13 the Youth Lifeline program during the final 3 months of the 2010-2011 fiscal year)—both of which  
14 actions, to be sure, constituted a pilot program on the part of the Agency; and

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17 <sup>3</sup> *San Francisco Chronicle*, December 15, 2010, "San Francisco Votes to Slash School Busing," by Jill Tucker,  
18 [http://www.sfgate.com/cgi-bin/blogs/cityinsider/detail?entry\\_id=79025](http://www.sfgate.com/cgi-bin/blogs/cityinsider/detail?entry_id=79025)

19 <sup>4</sup> San Francisco Youth Commission Resolution 0910—AL08 "Youth Lifeline Pass and Fare Increases," adopted  
20 February 1, 2010; San Francisco Youth Commission Resolution No. 1011—AL04 "Youth Lifeline Follow Up,"  
21 adopted January 3, 2011 San Francisco Youth Commission Resolution No. 1112—AL01 "Free Youth  
22 Transportation," adopted September 19, 2011.

23 <sup>5</sup> Board of Supervisors file no 100408, accessed on August 23, 2011,  
24 <http://www.sfbos.org/ftp/uploadedfiles/bdsupvrs/resolutions10/r0141-10.pdf>.

25 <sup>6</sup> Board of Supervisors file no. 110074, accessed on August 23, 2011,  
<http://www.sfbos.org/ftp/uploadedfiles/bdsupvrs/resolutions11/r0083-11.pdf>.

<sup>7</sup> Board of Supervisors file no. 111032, accessed on August 28, 2012,  
[www.sfbos.org/index.aspx?page=12315](http://www.sfbos.org/index.aspx?page=12315)

<sup>8</sup> Board of Education file no. 104-13A2, accessed on August 23, 2011, [http://www.sfusd.edu/assets/sfusd-staff/board-archive/minutes/April%2013%202010%20\(2\).pdf](http://www.sfusd.edu/assets/sfusd-staff/board-archive/minutes/April%2013%202010%20(2).pdf)

<sup>9</sup> SFMTA FYs 10-11 and 11-12 Operating Budget, accessed on August 23, 2010

<http://www.sfmta.com/cms/cmta/documents/4-20-10Item11FY2011-2012OperatingBudgetnon-redline.pdf>

<sup>10</sup> SFMTA resolution, accessed on August 23, 2011, <http://www.sfmta.com/cms/cmta/documents/3-1-11Item12YouthPass.pdf>.

1 WHEREAS, The SFMTA has shown additional support by unanimously voting to approve free  
2 MUNI for low-income youth on April 17, 2012 (Resolution 12-054)<sup>11</sup>; and

3 WHEREAS, The SFMTA at the aforementioned meeting unanimously decided to approve  
4 Resolution 12-054 contingent upon a clear intent of implementing the program for all youth at any time  
5 during the trial period should revenues be found exclusively for, that purpose<sup>12</sup>; and

6 WHEREAS, the Free MUNI for Youth initiative would not have the support it has today without  
7 the hard work of the Free MUNI for Youth Coalition, and also the youth and community civic  
8 engagement in the process.

9 WHEREAS, Even though, historically, the Youth Commission has advocated for the Youth  
10 Lifeline pass program, the Youth Lifeline has faced many administrative challenges, which has made it  
11 effectively not possible to implement to date; and

12 WHEREAS, Making MUNI free for all of San Francisco's young people eliminates most of the  
13 administrative challenges that hampered the successful implementation of the Youth Lifeline; and

14 WHEREAS, The benefits of making MUNI free for all of San Francisco's young people include  
15 providing all young people with access to the diversity of cultural treasures that our city has to offer  
16 and in addition being able to invest in San Francisco's future transit ridership; and

17 WHEREAS, As per Charter SEC. 4.124, the Youth Commission is committed to identifying and  
18 proposing solutions to meet the "unmet needs" of the youth population in San Francisco, and access  
19 to affordable public transportation is an unmet need; now, therefore, be it

20 RESOLVED, That the San Francisco Youth Commission supports the policy of Free MUNI for  
21 low-income San Francisco youth; and, be it further  
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24 <sup>11</sup> SFMTA resolution, accessed on August 28, 2012,  
<http://www.sfmta.com/cms/cmta/SFMTABoardApril172012minutes.htm>

25 <sup>12</sup> SFMTA resolution, accessed on August 28, 2012,  
<http://www.sfmta.com/cms/cmta/SFMTABoardApril172012minutes.htm>

1           RESOLVED, That the San Francisco Youth Commission, in addition, supports the policy of  
2 Free MUNI for all youth if fiscally feasible; and, be it further

3           RESOLVED, That the Youth Commission strongly urges the Mayor, the San Francisco Board  
4 of Supervisors, the Board of Education, and the San Francisco Municipal Transportation Agency to  
5 help change SFMTA’s youth fare structure from a minimum of 5 years of age to a maximum of  
6 graduation from high school and/or through 17 years of age (whichever comes last) to allow all youth  
7 through 17 years of age and/or their high school graduation (whichever comes last) to ride all MUNI  
8 vehicles at applicable youth fare; and, be it further

9           RESOLVED, That the Youth Commission strongly urges the Mayor, the San Francisco Board  
10 of Supervisors, the Board of Education, and the San Francisco Municipal Transportation Agency to  
11 continue to work together to support and find funding for the implementation free MUNI for all of San  
12 Francisco’s young people.

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