Resolution urging Governor Gavin Newsom and the California State Legislature to provide operations funding to help San Francisco transit systems survive as they recover from the pandemic, including urging the Governor and State Legislature to distribute additional transit operations in a way that would both not disadvantage San Francisco's transit agencies and be based on a formula that would avoid service cuts that most impact transit dependent riders, and urging the Governor and State Legislature to allow one-time investments of excess Federal Highway funds into transit operations as suggested by President Joe Biden.

WHEREAS, Based on current ridership, service levels, and cost trends, Bay Area operators forecast annual budget shortfalls in the tens of millions of dollars in Fiscal Year (FY) 2023-2024, growing to almost four hundred million dollars beginning in FY 2024-2025 and growing to over seven hundred millions of dollars in the subsequent years; and

WHEREAS, San Francisco Municipal Transportation Agency (SFMTA) is facing a $130 million budget deficit by FY 2024-2025; and

WHEREAS, Over five years, SFMTA's cumulative budget shortfall will total $796 million; and

WHEREAS, SFMTA may have to cut one bus line a month for 20 months if the budget shortfall is not addressed; and

WHEREAS, BART is facing large operating deficits starting in FY24-25 ranging from $140 million-$300 million; and
WHEREAS, If new funding is not secured, BART is facing devastating cuts that will have serious impacts on the quality of life in the Bay Area, including potentially eliminating early morning, late evening and much weekend service; and

WHEREAS, People of color, students, seniors and low-income people are the primary users of public transportation and that hundreds of thousands of San Franciscans would be devastatingly impacted by massive transit service cuts; and

WHEREAS, Transit ridership has yet to return to pre-pandemic levels which poses challenges for transit agencies primarily funded by fares like SFMTA and BART; and

WHEREAS, The State of California provides a smaller portion of SFMTA and BART’s operations budget than other states do for similar large transit systems in their state; and

WHEREAS, The legislature’s current proposal would lead to massive service cuts for SFMTA, BART, Caltrain and AC Transit; and

WHEREAS, The legislature’s current proposal would disadvantage San Francisco’s transit agencies as the funding distribution would be based on a region’s formula rather than a region’s transit ridership or lost transit revenue, which are much better proxies for how the state should distribute funding to avoid service cuts that would most impact transit dependent riders in San Francisco and beyond; and

WHEREAS, The legislature’s current proposal would not allocate any additional funding from the Greenhouse Gas Reduction Fund to avoid massive transit service cuts, despite the State itself acknowledging that transit ridership needs to double in order to meet the State’s climate targets; and

WHEREAS, The legislature’s current proposal would not allow excess one-time Federal Highway funds to be spent on transit operations to avoid massive service cuts, despite President Biden urging states to do so in his recent budget memo; now, therefore, be it
RESOLVED, That The Board of Supervisors urges the Governor and State Legislature to provide the funding that would avoid massive service cuts to San Francisco's transit agencies; and, be it

FURTHER RESOLVED, That the Board of Supervisors urges the Governor and State Legislature to ensure that any funding is distributed based on the needs of transit agencies to avoid massive service cuts, rather than simply based on population; and, be it

FURTHER RESOLVED, That the Board of Supervisors urges the Governor and State Legislature to ensure that transit operations is prioritized in the Greenhouse Gas Reduction Fund to avoid massive transit service cuts; and, be it

FURTHER RESOLVED, That the Board of Supervisors urges the Governor and the State Legislature to ensure that excess one-time Federal Highway funds are spent on transit operations to avoid massive transit service cuts; and, be it

FURTHER RESOLVED, That the Board of Supervisors believes closing transit funding gaps is necessary to aide our post-pandemic recovery, equitably serve Bay Area residents and visitors, and further our ambitious climate goals; and, be it

FURTHER RESOLVED, The San Francisco Board of Supervisors requests the Clerk of the Board to submit a copy of this Resolution to Assembly Member and Budget Chair Phil Ting, Assembly Member Matt Haney, State Senator Scott Wiener, and Governor Gavin Newsom.

Supervisors Dorsey; Ronen, Preston, Engardio, Mandelman, Stefani, Peskin, Melgar, Safai, Walton

BOARD OF SUPERVISORS
Resolution urging Governor Gavin Newsom and the California State Legislature to provide operations funding to help San Francisco transit systems survive as they recover from the pandemic, including urging the Governor and State Legislature to distribute additional transit operations in a way that would both not disadvantage San Francisco's transit agencies and be based on a formula that would avoid service cuts that most impact transit dependent riders, and urging the Governor and State Legislature to allow one-time investments of excess Federal Highway funds into transit operations as suggested by President Joe Biden.

June 06, 2023 Board of Supervisors - AMENDED, AN AMENDMENT OF THE WHOLE BEARING SAME TITLE
Ayes: 10 - Chan, Dorsey, Engardio, Mandelman, Melgar, Peskin, Preston, Safai, Stefani and Walton
Excused: 1 - Ronen

June 06, 2023 Board of Supervisors - ADOPTED AS AMENDED
Ayes: 10 - Chan, Dorsey, Engardio, Mandelman, Melgar, Peskin, Preston, Safai, Stefani and Walton
Excused: 1 - Ronen

I hereby certify that the foregoing Resolution was ADOPTED AS AMENDED on 6/6/2023 by the Board of Supervisors of the City and County of San Francisco.

Angela Calvillo
Clerk of the Board

Unsigned
London N. Breed
Mayor

06/16/2023
Date Approved
I hereby certify that the foregoing resolution, not being signed by the Mayor within the time limit as set forth in Section 3.103 of the Charter, or time waived pursuant to Board Rule 2.14.2, became effective without her approval in accordance with the provision of said Section 3.103 of the Charter or Board Rule 2.14.2.

Angela Calvillo
Clerk of the Board

06/16/2023
Date

File No. 230615