

1 [Urging to Reinstate All Transit Lines to Pre-Covid Service Hours by December 31, 2021]

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3 **Resolution urging the Municipal Transportation Agency to reinstate all transit lines and**
4 **restore pre-Covid service hours by December 31, 2021, and release by August 31, 2021,**
5 **a written plan for restoration of all lines and service.**

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7 WHEREAS, The Municipal Transportation Agency (MTA) provides essential transit
8 service that acts as a lifeline, connecting San Franciscans all across the city to services, work,
9 retail, restaurants, entertainment, and more; and

10 WHEREAS, The City of San Francisco adopted in 1973 a “Transit First” policy under
11 which the City government shall prioritize public transportation in order to build a more
12 equitable transportation system, stronger local economy, safer streets, and cleaner air; and

13 WHEREAS, Public transit is at the foundation of San Francisco’s economy, our climate
14 goals, and a more equitable, accessible, livable city; and

15 WHEREAS, Since February 25, 2020, the City and County of San Francisco has been
16 in a local emergency due to the COVID-19; and

17 WHEREAS, COVID-19 had a severe impact on transit ridership, and the MTA
18 temporarily suspended transit routes in many parts of San Francisco and reduced service
19 affecting access to many neighborhoods across the City; and

20 WHEREAS, Since the COVID-19 Core Service Plan was announced in April of 2020,
21 many vital routes have remained out of service with no plan for full reinstatement; and

22 WHEREAS, The Department of Public Health has since relaxed social distancing
23 guidelines and capacity limits on public transportation; and

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1 WHEREAS, Senior and disabled communities, working families, and students have
2 been severely impacted by suspension of lines and reduction of transit service which have
3 created large gaps in our transit service system; and

4 WHEREAS, The steep hills of San Francisco, in particular, deeply constrain seniors
5 and people with limited mobility who cannot easily walk multiple blocks to reach another
6 transit access area, which has been further exacerbated by service suspensions; and

7 WHEREAS, As nighttime economic and entertainment activity has been coming back,
8 workers have faced limited evening and nighttime public transportation options, and SFMTA
9 has been adding back some evening hours, but the system continues to lack pre-pandemic
10 evening service, severely limiting transportation options for workers and small business
11 patrons.

12 WHEREAS, Access to critical services is critical to vulnerable populations such as
13 seniors and people with mobility issues; and

14 WHEREAS, MTA's current Service Plan leaves many San Franciscans without a viable
15 option to travel by public transportation; and

16 WHEREAS, Community and equity lines continue to remain out of service for the last
17 sixteen months and the decisions to fully restore certain lines including the 18, 48th Avenue,
18 and 28, 19th Avenue, have not included public outreach or set metrics; and

19 WHEREAS, The MTA has not held any community meetings regarding the suspension
20 of Muni lines or the plan, timetable, or selection process for which lines return when, and
21 many transit advocates have criticized the slow return of Muni lines and service and the lack
22 of a transparent community driven process; and

23 WHEREAS, Even with the \$1.1 billion in massive federal investment, MTA has not
24 presented a plan, or their metrics, for when many of these neighborhood lines will return; and
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1 WHEREAS, The MTA was operating at 68% of pre-pandemic service hours in May,
2 according to the recent data that the MTA has submitted to the Federal Transit Administration;
3 and

4 WHEREAS, The MTA Citizens' Advisory Council (CAC) passed a motion on
5 May 6, 2021, requesting the agency present a plan and timeline to reach 95% of pre-
6 pandemic service hours, and the agency declined to provide such a plan, claiming further
7 service restoration would require "new on-going funding sources;" and

8 WHEREAS, The MTA responded to the MTA CAC that "SFMTA staff appreciate this
9 feedback. We plan to do scenario planning and resource estimates for further service
10 restoration. Further restoration would require new on-going funding sources;" and

11 WHEREAS, The MTA is lagging behind nearly every public transit agency in the nation
12 when it comes to restoration of suspended public transportation; and

13 WHEREAS, The Bay Area Rapid Transit (BART) agency has committed to increasing
14 service hours, bringing back late-night service and returning to near-pre-pandemic service
15 starting August 30, 2021 as the Bay Area reopens; and

16 WHEREAS, The MTA continues to refuse to restore critical equity and community lines
17 such as the 31 Balboa and the 21 Hayes which goes through the Western Addition and the
18 Tenderloin, or to provide a timeline for their return; and

19 WHEREAS, The MTA has acknowledged some of the suspended lines as "critical for
20 neighborhood access" in the agency's own 2021-2022 "Equity Strategy;" and

21 WHEREAS, According to TWU-250A President, Roger Marengo, their operators are
22 ready, willing and able to go back to work at pre-pandemic service levels; and

23 WHEREAS, The City and County of San Francisco must have transit in place as
24 people are increasingly ready to make trips again, and failure to do so could lead to
25 permanent behavior change with many potential riders opting for private vehicles; and

1 WHEREAS, On Thursday, July 8, 2021, as demanded by the many activists, riders and
2 workers who pushed hard for the Metropolitan Transportation Commission (MTC) to release
3 funds that were desperately needed for public transit, the MTC announced that they would
4 release about \$480m from the American Rescue Plan (ARP) stimulus funds; and

5 WHEREAS, Once MTA receives these additional funds, the MTA will have
6 received \$1.1 billion in federal stimulus for the agency during COVID; and

7 WHEREAS, The entire agency operating budget for a year is about \$1.3 billion and the
8 operational cost of running the full Muni rail, bus and cable car system was \$833.8 million
9 in 2019; and

10 WHEREAS, The MTA has saved and estimated \$150 million in operating costs due to
11 COVID-related service reduction and the MTA has a \$150 million reserve; and

12 WHEREAS, Before the pandemic, the agency estimated it had a \$520 million deficit
13 over five years, and now, despite the pandemic, that estimate has been cut by over half
14 according to MTA's latest projections; now, therefore, be it

15 RESOLVED, That the Board of Supervisors urges MTA to restore all suspended lines
16 and restore overall service hours to pre-pandemic levels by December 31, 2021; and, be it

17 FURTHER RESOLVED, The Board of Supervisors urges MTA to act with urgency to
18 expand public transit service by restoring suspended lines, expanding nighttime service, and
19 utilizing federal relief dollars to fully restore Muni service hours to pre-pandemic levels; and,
20 be it

21 FURTHER RESOLVED, That the Board of Supervisors requests MTA to provide a plan
22 by August 31, 2021, to the Board of Supervisors to be included in this file for full restoration of
23 Muni lines and pre-pandemic service hours by the end of 2021, and if for any reason the
24 agency determines such restoration to be impossible, that the plan include a detailed report
25 on any barriers that would prohibit the full restoration of pre-pandemic lines and system

1 service hours by the end of 2021, and the date by which full restoration can be achieved; and,
2 be it

3 FURTHER RESOLVED, That the MTA provides to the Board of Supervisors for
4 inclusion in this file no later than August 31, 2021, a written update on how all federal transit
5 dollars have been spent by MTA since the start of the pandemic.

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