

1 [Urging the Governor and State Legislature to Provide Multi-Year Operations Funding and to  
2 Develop Long-Term Funding Plans to Support Bay Area Transit Agencies]

3 **Resolution urging Governor Gavin Newsom and the State Legislature to provide multi-**  
4 **year operations funding to assist California’s transit systems as they recover from the**  
5 **pandemic and to develop long-term funding plans to serve the millions of Californians**  
6 **who rely on public transit.**

7  
8 WHEREAS, Based on current ridership, service levels, and cost trends, Bay Area  
9 operators forecast annual budget shortfalls in the tens of millions of dollars in Fiscal Year (FY)  
10 2023-2024, growing to almost four hundred million dollars beginning in FY 2024-2025 and  
11 growing to over seven hundred millions of dollars in the subsequent years; and

12 WHEREAS, San Francisco Municipal Transportation Agency (SFMTA) is predicted to  
13 face a \$130 million budget deficit by FY 2024-2025; and

14 WHEREAS, Over five years, SFMTA’s cumulative budget shortfall will total \$796  
15 million; and

16 WHEREAS, Golden Gate Transit will possibly face a \$423 million budget deficit over  
17 five years and ridership is still 45% of pre-pandemic levels; and

18 WHEREAS, BART’s projected deficit for the 2025 fiscal year is \$78 million, growing to  
19 \$316 million in FY 2025-26 and totaling \$1 billion over five years; and

20 WHEREAS, Caltrain's annual deficit based on projected service and ridership is  
21 expected to eclipse \$33 million per year as soon as the 2026 fiscal year and reach as high as  
22 \$97 million by the 2033 fiscal year; and

23 WHEREAS, Other transit operators, such as the San Francisco Bay Area Water  
24 Emergency Transportation Authority (WETA) depends on SFMTA, BART, Caltrain and  
25 Golden Gate Transit to provide first and last mile connections for its ferry passengers and will

1 suffer ridership and fare revenue declines if connecting transit options are not offered or not  
2 reliable; and

3 WHEREAS, Funding gaps of this enormity could lead to significant cuts in the already  
4 limited service levels that would harm or even cut off access to critical destinations for those  
5 who rely on it most; and

6 WHEREAS, In San Francisco, hundreds of thousands of people rely on Muni buses  
7 and trains to get them to their jobs, to school, to the grocery store, to the senior center to  
8 recreation, and everywhere else people need to go; and

9 WHEREAS, 57% of Muni riders are people of color, and 70% make less than \$50,000  
10 per year; and

11 WHEREAS, Ridership and revenue have not recovered to pre-pandemic levels, and  
12 any service cuts due to a decrease in funding will further cause ridership and revenue to fall;  
13 and

14 WHEREAS, Though transit ridership is down in most cities and not expected to return  
15 to pre-pandemic levels quickly, millions of people still rely on public transit daily and with the  
16 current transit operators already struggling to restore service, cutting service even further  
17 would continue to harm riders; and

18 WHEREAS, Governor Gavin Newsom released his proposed budget for the 2023-2024  
19 fiscal year in January 2023, which included a \$2 billion cut to the Transit Intercity Rail Capital  
20 Program and no supplemental funding for transit operations to address the fiscal cliff facing  
21 transit agencies; and

22 WHEREAS, Transit agencies are advocating for the state to provide “bridge funding”  
23 for operations in the state budget to provide them additional time to implement ridership  
24 enhancement strategies and to pursue enabling legislation to authorize a future regional ballot  
25 measure that funds transit; and

1           WHEREAS, Transit agencies also need ongoing and reliable funding from the state to  
2 support Bay Area transit systems to serve the millions of Californians that rely on public transit  
3 every day; and

4           WHEREAS, The state has a vital interest in the long-term financial stability of public  
5 transit agencies and therefore should begin planning for how the state’s funding system can  
6 support public transit in the future; and

7           WHEREAS, Muni carries more passengers than any other San Francisco Bay Area  
8 transit operator; during the pandemic, that number has risen to represent half of all transit trips  
9 in the Bay Area; and

10          WHEREAS, Multi-year operations funding from the state could protect public transit  
11 from looming cuts to critical transit service that millions of Californians rely upon and is key to  
12 the state’s climate strategy; and

13          WHEREAS, Multi-year operations funding from the state is critical to San Francisco’s  
14 downtown economic recovery; and

15          WHEREAS, The economic recovery of downtown San Francisco depends on a thriving  
16 transit system, particularly as the city continues to have the weakest recovery from the  
17 pandemic out of 62 North American cities as of November 2022, with only 31% of its fall 2019  
18 activity based on mobile phone data, according to a recent study by the University of Toronto;  
19 and

20          WHEREAS, Transportation is one of the largest sources of greenhouse gas emissions  
21 in San Francisco (44%), and private cars and trucks produce three quarters (68%) of those  
22 emissions; and

23          WHEREAS, Without significant funds from the state for public transit, San Francisco  
24 will not reach its climate action goals related to transportation and carbon emissions; and

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1           WHEREAS, San Francisco’s climate action goals call for at least 80% of all San  
2           Francisco trips to be low-carbon trips—trips by transit, walking or biking—by 2030, and by  
3           2040 the city has a goal of net zero emissions; and

4           WHEREAS, Traffic congestion in San Francisco reached pre-pandemic levels in 2022;  
5           and

6           WHEREAS, Helping San Franciscans transition away from reliance on cars and trucks,  
7           the largest single source of GHG emissions in the city, means making sure Muni is affordable,  
8           convenient, and reliable; and

9           WHEREAS, California cannot meet it’s GHG reduction goals without BART’s clean  
10          trains; and

11          WHEREAS, Pre-pandemic, BART was pivotal to the state and region’s Vehicle Miles  
12          Traveled (VMT) reduction, accounting for half of regional transit passenger miles and a  
13          quarter of statewide transit passenger miles; and

14          WHEREAS, Without serious commitments from the state, San Francisco cannot meet  
15          the challenge of the climate crisis without significant funding to ensure Muni is a viable option  
16          for the general public; and

17          WHEREAS, Public transit is essential to San Francisco’s livability, vitality, climate and  
18          air quality goals, equity goals, and economic recovery; and

19          WHEREAS, San Franciscan’s deserve a transit system that is thriving with better  
20          frequency, more affordable, improved reliability, comprehensive geographic coverage, and  
21          better connections to key destinations and between systems; and

22          WHEREAS, San Francisco needs safe, clean, affordable, and reliable public transit  
23          now more than ever to advance the core values of what it means to live and thrive in the  
24          region; and

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1           WHEREAS, If the Governor and the State Legislature want to truly prioritize equity, the  
2 environment, and San Francisco’s economic recovery then they should prioritize local transit  
3 agencies with enough funding to ensure that there are no cuts to service, but also enough  
4 funding to support increased service to draw riders back to public transit; and

5           WHEREAS, The Governor, Assembly and Senate could consider multiple state funding  
6 sources that can be included in the state budget and dedicated to public transit operations this  
7 year, and in future years; and

8           WHEREAS, The Governor could include significant public transit funding in the May  
9 revision to the budget, and the Assembly and the Senate can make their own revised versions  
10 by June, 2023; and

11           WHEREAS, Transit operators across the country sent a letter requesting the U.S.  
12 Department of Transportation's FY 2024 budget to include a transit recovery assistance  
13 program that would serve as a federal safety net to support transit systems across the  
14 country, and the funding would be given on a needed basis and agencies would have to  
15 demonstrate their needs to obtain funding; and

16           WHEREAS, President Biden in his proposed Budget encouraged states to support their  
17 transit systems by transferring available Federal Aid Highway funding for transit operating  
18 needs; and

19           WHEREAS, Bay Area Transportation agencies and advocates from across California  
20 also sent a letter to the California Budget and Fiscal Review Committee and asked that the  
21 state budget provide transit operations funding to help agencies recover post-pandemic; now,  
22 therefore, be it

23           RESOLVED, The Board of Supervisors urges Governor Gavin Newsom and the State  
24 Legislature to provide multi-year operations funding to assist California’s transit systems as  
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1 they recover from the pandemic and to also develop long-term funding plans to serve the  
2 millions of Californians that rely on public transit; and, be it

3 FURTHER RESOLVED, The Board of Supervisors urges Governor Gavin Newsom and  
4 the State Legislature to prioritize public transit funding to not only ensure there are no cuts to  
5 service but enough funding to support increased service to draw riders back to public transit;  
6 and, be it

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

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