

1 [San Francisco Municipal Transportation Agency - Transit Service Restoration]

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3 **Resolution urging the San Francisco Municipal Transportation Agency to commit to**
4 **100% restoration of pre-pandemic service levels by the end of 2021, and to ensure**
5 **frequent and efficient transit options for students returning to school in Fall 2021.**
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7 WHEREAS, On April 8, 2020 the San Francisco Municipal Transportation Agency
8 (“SFMTA”) implemented the Core Service Plan, which cut service on a large number of Muni
9 lines to accommodate various changes to operations protocol due to the Covid-19 pandemic,
10 while increasing frequency on a few core lines such as the 14-Mission; and

11 WHEREAS, While the SFMTA has a structural deficit and revenues were additionally
12 reduced during the pandemic, the agency has received \$715 million in federal stimulus aid
13 through June 2021, with at least \$400 million more estimated to be distributed over the next
14 months, leaving the agency in a better financial position than it began the pandemic in; and

15 WHEREAS, The SFMTA has additionally indicated its intent to pursue a ballot measure
16 in 2022 to close its long-term structural deficit; and

17 WHEREAS, However, as of July 2021, the SFMTA has no plans to restore transit
18 service to more than 85% of pre-pandemic levels; and

19 WHEREAS, Low-income and non-white communities have disproportionately relied on
20 public transportation throughout the pandemic, all while having to endure frequently worse
21 wait-times and transit coverage, and are the most impacted by the SFMTA’s lack of plan to
22 restore service to pre-pandemic levels; and

23 WHEREAS, Public school students—in particular high school students, a majority of
24 whom commute on Muni—have been almost completely left behind in planning for service
25 restoration, with uncertain options for students returning to in-person learning in the fall; and

1 WHEREAS, The SFMTA has a duty to provide quality public transit for San Francisco
2 residents, both for those who rely on it as their primary means of transportation and as a
3 broad public policy goal in the face of the climate crisis; and

4 WHEREAS, Refusing to outline an aggressive timetable for full restoration of service—
5 which other Bay Area transit agencies including BART and AC Transit have done—is counter-
6 productive to the goal of getting riders back on transit; and

7 WHEREAS, Restoring 100% of pre-pandemic service levels is a prerequisite to
8 building on 2019 frequencies and coverage, without which communities that have not been
9 adequately served by transit during the pandemic are liable to be left out of future coverage;
10 and

11 WHEREAS, In vetoing legislation that would have allocated reserve funding for a three-
12 month Free Muni for All pilot, the Mayor indicated that the SFMTA’s goal should rather be
13 restoring service; and

14 WHEREAS, Although the implied premise—that treating transit like a universal good
15 and improving service on said transit are incompatible—is false, the City should nonetheless
16 plan to realize the goals it commits to, namely restoring Muni service; now, therefore, be it

17 RESOLVED, That the Youth Commission urges the SFMTA to publicly commit to 100%
18 restoration of routes and pre-pandemic service levels by the end of 2021; and, be it

19 FURTHER RESOLVED, That the Youth Commission urges the SFMTA to listen to
20 underserved communities when planning service restoration; and, be it

21 FURTHER RESOLVED, That the Youth Commission urges the SFMTA to restore
22 supplemental school service on all school-serving lines to frequent and efficient operation in
23 time for back-to-school in the fall.

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Nora Hylton

Nora Hylton, Chair
Adopted on July 19, 2021
2020-2021 San Francisco Youth Commission