

FILE NO. 121071

RESOLUTION NO. 426-12

1 [Urging Muni to Prioritize Eligible Funds for Low-Income Youth and Maintenance]

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3 **Resolution urging Muni to prioritize funding for low-income youth in light of deep cuts**  
4 **to yellow school bus and the impact of the down-turned economy on low-income**  
5 **families, and vehicle and equipment maintenance, rehabilitation, and purchase in light**  
6 **of deteriorating Muni service.**

7  
8 WHEREAS, The San Francisco Municipal Railway (Muni) provides critical  
9 transportation services in San Francisco, carrying hundreds of thousands of people every day,  
10 in accordance with the City's Transit First policy; and

11 WHEREAS, Many San Franciscans rely on Muni service for critical daily needs,  
12 including getting to work, going to school, attending doctor visits, shopping, running errands,  
13 and generally living their lives; and

14 WHEREAS, Particularly for low-income and working-class San Franciscans, Muni may  
15 provide their only means of transportation, such that an unaffordable and unreliable system  
16 has dramatic negative impacts on them; and

17 WHEREAS, Youth, families and community organizations across San Francisco are  
18 increasingly struggling with the rising transit costs and a deepening economic crisis; and

19 WHEREAS, In December 2010, the Board of Education approved a three-year plan to  
20 reduce SFUSD's 44 school buses serving 59 elementary and middle schools to 25 school  
21 buses, starting in August 2011, to address state budget cuts; and

22 WHEREAS, The San Francisco Municipal Transportation Agency (SFMTA) increased  
23 the cost of the Youth Fast Pass by 120 percent between July 2009 and July 2012; and

24 WHEREAS, Multiple City policy bodies have passed resolutions in support of creating a  
25 youth pass program for low-income youth in San Francisco, including the Board of

1 Supervisors, which passed Resolution 445-11 on October 18, 2011, the Board of Education,  
2 which passed Resolution 1110-11A2 on October 11, 2011, the Youth Commission, which  
3 passed Resolution 1112-AL-01 on September 19, 2011, and the SFMTA Board of Directors,  
4 which passed Resolution 12-055 on April 17, 2012; and

5 WHEREAS, The Metropolitan Transportation Commission adopted on October 24,  
6 2012 a Transit Performance Initiative funding proposal that would "allow transit operators to  
7 consider youth or low income pilot pass programs as a potential use of the incentive funding";  
8 and

9 WHEREAS, For decades, Muni has under-invested in maintenance, resulting in  
10 vehicles that break down regularly, and switches, signals, and other infrastructure that fail  
11 more than they should; and

12 WHEREAS, These equipment and vehicle breakdowns, resulting from inadequate  
13 maintenance, have dramatic negative consequences for service levels and reliability; and

14 WHEREAS, Muni has a number of vehicles that are so broken down that they are  
15 completely unavailable for service, some for years; and

16 WHEREAS, Muni cannot afford to repair, maintain, or rehabilitate all of its vehicles and  
17 only has resources to address the most urgent maintenance/repair needs; and

18 WHEREAS, Muni has approximately \$420 million in vehicle rehabilitation and repair  
19 needs; and

20 WHEREAS, Muni does not have enough vehicles, particularly light rail vehicles (LRVs),  
21 to provide reliable service, and has no LRVs in reserve, such that if an LRV breaks down, it  
22 typically cannot be replaced, resulting in gaps in service and one-car trains where there  
23 should be two-car trains; and

24 WHEREAS, Muni's long-term under-investment in maintenance, inability to repair and  
25 rehabilitate its vehicles, and lack of sufficient vehicles have undermined service levels and

1 reliability, including a 57.2% on-time performance for August 2012 and 602 runs  
2 (approximately 43 per day) missed in the second half of October 2012; and

3 WHEREAS, There are numerous examples of overall system failure due to broken  
4 down vehicles, and in a particularly egregious example, on October 24, 2012, the day of the  
5 first game of the World Series, between 4:30 and 6:00 p.m., three separate LRVs broke down  
6 in the subway, resulting in a subway meltdown; and

7 WHEREAS, Service failures frustrate the public, undermine confidence, and reduce  
8 support for public transportation; and

9 WHEREAS, It is Muni's top responsibility to provide "reliable, safe, timely, frequent, and  
10 convenient transit service to all neighborhoods," as mandated by the voters in the City  
11 Charter; and

12 WHEREAS, Muni must invest in system maintenance and reliability now – not later – to  
13 stop the system's hemorrhaging; and

14 WHEREAS, Muni is about to receive \$6.7 million in Transit Performance Initiative (TPI)  
15 regional funding, which is to be used to increase ridership and improve the system's  
16 productivity; and

17 WHEREAS, The optimal ways to achieve the goals of increased ridership and  
18 improved system productivity are to provide affordable service, to invest in youth – the next  
19 generation of transit riders – and to provide service that is reliable enough that people use the  
20 system, resulting in an increase in ridership; the best ways to achieve that reliability are to  
21 provide transit passes to low-income youth free-of-charge, and to maintain, rehabilitate, and  
22 purchase new vehicles and related equipment for which Muni does not have nearly enough  
23 resources; now, therefore be it

24 RESOLVED, That the Board of Supervisors calls on Muni to prioritize the use of TPI  
25 funds and similar flexible fund to improve the Muni system – specifically, affordability for low-

1 income youth, maintenance, rehabilitation, and purchase of vehicles and related equipment –  
2 pursuant to its mandated responsibility to the riding public codified in the City Charter; and, be  
3 it

4           **FURTHER RESOLVED**, That the Board of Supervisors calls on the management and  
5 Board of Directors of the Municipal Transportation Agency to send a clear message to the  
6 riding public that it takes the transit needs of low-income youth and service improvement  
7 seriously, by dedicating all available eligible and flexible funding, including the TPI funds,  
8 towards low-income youth transit passes, maintenance, rehabilitation, and purchase of  
9 vehicles and related equipment.



City and County of San Francisco

Tails

Resolution

City Hall
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4689

File Number: 121071

Date Passed: November 20, 2012

Resolution urging Muni to prioritize funding for low-income youth in light of deep cuts to yellow school bus and the impact of the down-turned economy on low-income families, and vehicle and equipment maintenance, rehabilitation, and purchase in light of deteriorating Muni service.

November 19, 2012 Government Audit and Oversight Committee - RECOMMENDED AS COMMITTEE REPORT

November 20, 2012 Board of Supervisors - AMENDED, AN AMENDMENT OF THE WHOLE BEARING NEW TITLE

Ayes: 7 - Avalos, Campos, Chiu, Cohen, Kim, Mar and Olague

Noes: 4 - Chu, Elsbernd, Farrell and Wiener

November 20, 2012 Board of Supervisors - ADOPTED AS AMENDED

Ayes: 7 - Avalos, Campos, Chiu, Cohen, Kim, Mar and Olague

Noes: 4 - Chu, Elsbernd, Farrell and Wiener

File No. 121071

I hereby certify that the foregoing Resolution was ADOPTED AS AMENDED on 11/20/2012 by the Board of Supervisors of the City and County of San Francisco.

Handwritten signature of Angela Calvillo

Angela Calvillo
Clerk of the Board

Unsigned

11/30/12

Mayor

Date Approved

Date: November 30, 2012

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, became effective without his approval in accordance with the provision of said Section 3.103 of the Charter.

Handwritten signature of Angela Calvillo

Angela Calvillo
Clerk of the Board