

Recommendation Section:

- MUNI SYSTEM-WIDE

RESPONSE TO LOAD ISSUES: If public transit fees rise at a rate slower than that of gasoline, a percentage of automobile drivers will be channeled to public transit. The impact on MUNI has, to a significant extent, been calculated in an assessment prepared by Sharon Greene and Associates *L. for research on free MUNI. What is clear from the data is that there are enormous costs involved. In spite of this, it is essential that we attempt to address not only the expansion of the system but deferred maintenance and capital costs upfront. From the data below, even an 18% increase in ridership inflicts over a billion in additional expense upon the system. How to generate this kind of funding is a major challenge in a good economic environment, in a recession, we may find limited opportunities. Depending on the next Federal administration's perspective on public transit, it may be possible to create the next "big dig" project here.

		18% Ridership Increase	48% Ridership Increase	78% Ridership Increase
Bus		41	157	283
Streetcar		11	20	30
Light Rail		37	90	138
Addl. Full Time Employees *L1		31	170	316
Bus Storage Capacity				
Bus Maintenance Capacity				
Light Rail Storage Capacity				
Light Rail Maintenance Capacity				
Additional Full Time Employee Cost *L4		?	?	?
Capital Costs: New Vehicles		206,000,000	537,000,000	860,000,000
New Central Control Facility		75,000,000	75,000,000	75,000,000
New Bus Maintenance Facility		112,000,000	112,000,000	112,000,000
Restore Rail Maintenance Facility		50,000,000	50,000,000	50,000,000
Deferred Capital Catch-up	9,353,000,000 *L2	467,650,000	467,650,000	467,650,000
Additional Vehicle Deferred Capital Impact Catch-up *L3		84,177,000	224,472,000	364,767,000
COST				

*L- Fare Free MUNI System Feasibility Analysis

<http://www.sfgov.org/site/uploadedfiles/controller/reports/MuniFareFree012908.pdf>

*L1- p. 60

*L2- p. ES-5 "These projects reflect the fact that SFMTA's current capital assets have not been replaced, upgraded or enhanced, as required, and already have significant impact on system reliability. The lack of investment in these capital projects, prior to the expected ridership increases resulting from a shift to a fare free system, could make such impacts even more severe.

*L3- 1/20 of deferred = \$467,650,000 (plus 18%, 48%, 78% of same to offset additional impact of more vehicles).

NOTE: THIS METRIC IS PULLED FROM THIN AIR, NEEDS REVIEW FROM JEANNE ET AL.

*L4- THIS DATA STILL IS IN NEED OF SECTION 6 OF REPORT WHICH IS YET TO BE LOCATED