



SFMTA

Summer 2025 Muni Service Cuts

April 1, 2025

SFMTA Board of Directors



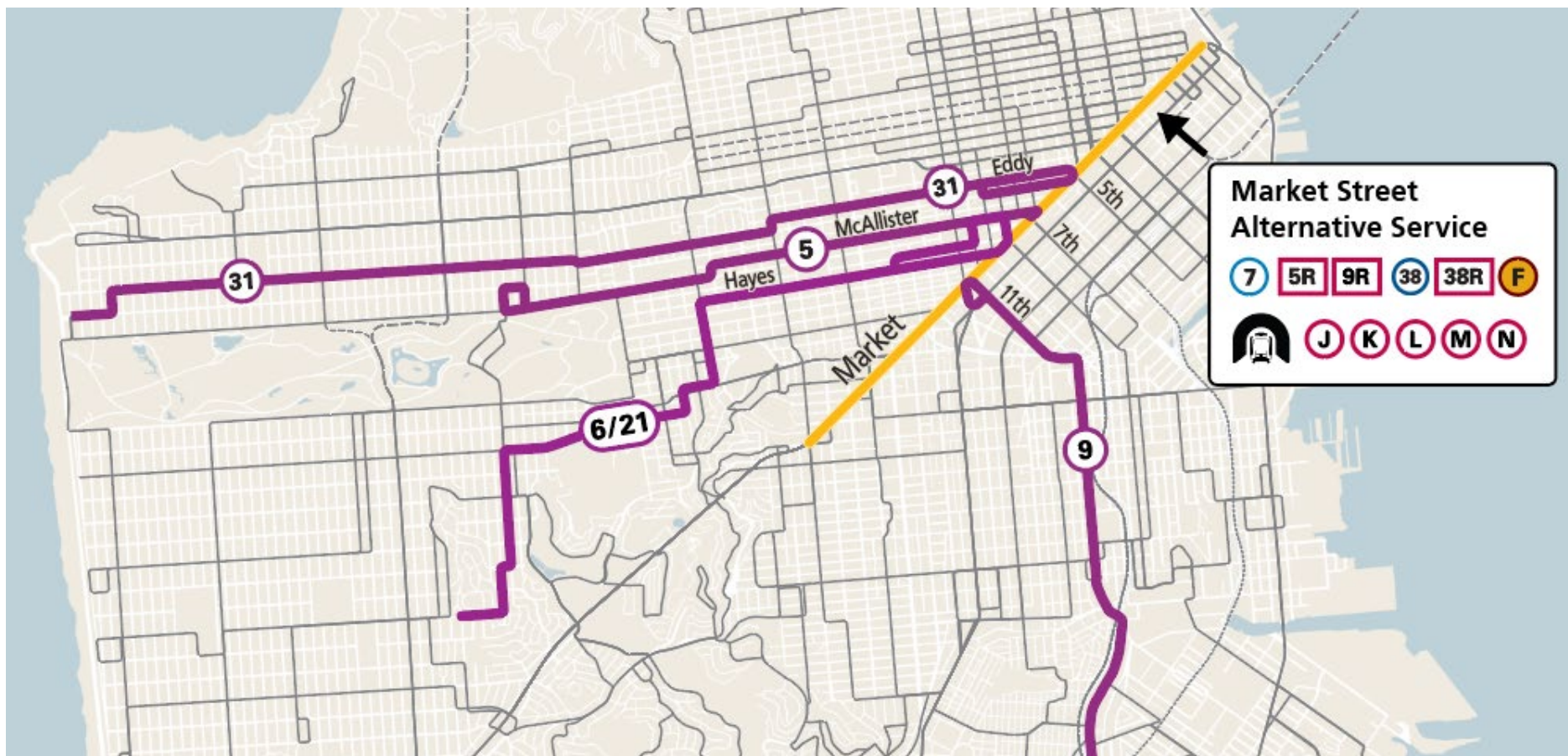
Background



- Revenues are lower than pre-pandemic in several categories.
 - *\$50 million gap in FY25-26*
 - *\$320 million gap in FY26-27*
- This item focuses on the near-term need.
 - \$42.8 million of revenue enhancements, efficiencies and programmatic cuts.
 - \$7.2 million in Muni service cuts, which were informed through a community engagement process.
- Seeking final board direction to implement cuts in Summer 2025.

Utilize Market Street Corridor Transit Capacity

- **5 Fulton:** terminate at McAllister & Market/Civic Center Station when 5R is in service
- **6 & 21 Interline:** combine portions of each, terminate at Hyde & Market/Civic Center Station
- **9 San Bruno:** terminate at 11th & Market/Van Ness Station when 9R is in service
- **31 Balboa:** terminate at 5th & Market/Powell Station (current weekend route)



Title VI: Service Equity Analysis

- **Background:** Under Title VI of the Civil Rights Act of 1964, the SFMTA is required to take appropriate steps to ensure that we do not discriminate on the basis of an individual's race, color or national origin, including limited-English proficiency, in the provision of our federally funded programs and services and related benefits.
- **FTA Requirement for Major Service Changes:** To meet Title VI requirements, SFMTA is required to brief its Board on the proposed service changes, solicit public feedback, complete a service equity analysis and obtain Board approval.
- **Staff will review findings of the Equity Analysis today** and anticipate returning with a consent item on April 15 for administrative approval.

Title VI: Service Equity Analysis

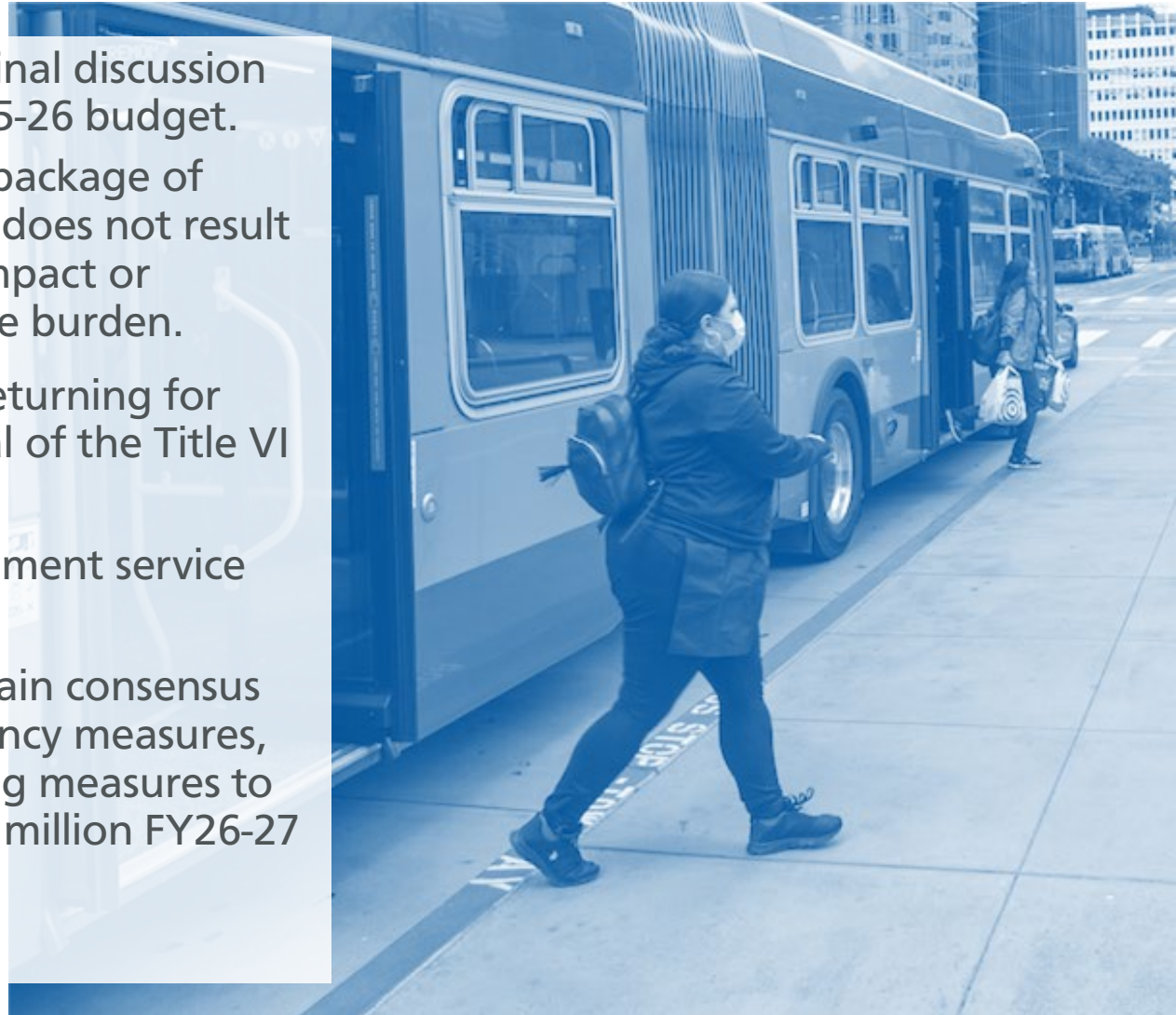
- 6/21 route consolidation is only proposal that qualifies as a major service change.
- The differences between the populations impacted and San Francisco's overall population **do not result** in a disparate impact or a disproportionate burden.

Major Service Changes Triggered		Impacted Population <i>Source: 2023 ACS data</i>			
		People of Color		Living in Low-Income Households	
		% People of Color	Disparate Impact?*	% Low-income	Disproportionate Burden?*
Route Miles <i>>=25% change in route miles</i>	<i>Decreases</i>	58%	-5 / No	27%	+6 / No
	<i>No Increases</i>	-	-	-	-
Annual Revenue Hours (Individual Route) <i>>=25% change annual revenue hours</i>	<i>Decreases</i>	46%	-17 / No	12%	-9 / No
	<i>Increases</i>	56%	-7 / No	27%	+6 / No
Citywide Population		63%	-	21%	-

Threshold for Difference from Citywide: **+8 for decreases, **-8 for increases***

Next Steps

- **Returning** today for final discussion on service cuts for FY25-26 budget.
 - Final proposed package of service changes does not result in a disparate impact or disproportionate burden.
- **April 15** - Anticipate returning for administrative approval of the Title VI analysis.
- **Summer 2025** - Implement service cuts.
- Continue working to gain consensus on a package of efficiency measures, service cuts and funding measures to bridge the larger \$320 million FY26-27 budget shortfall.



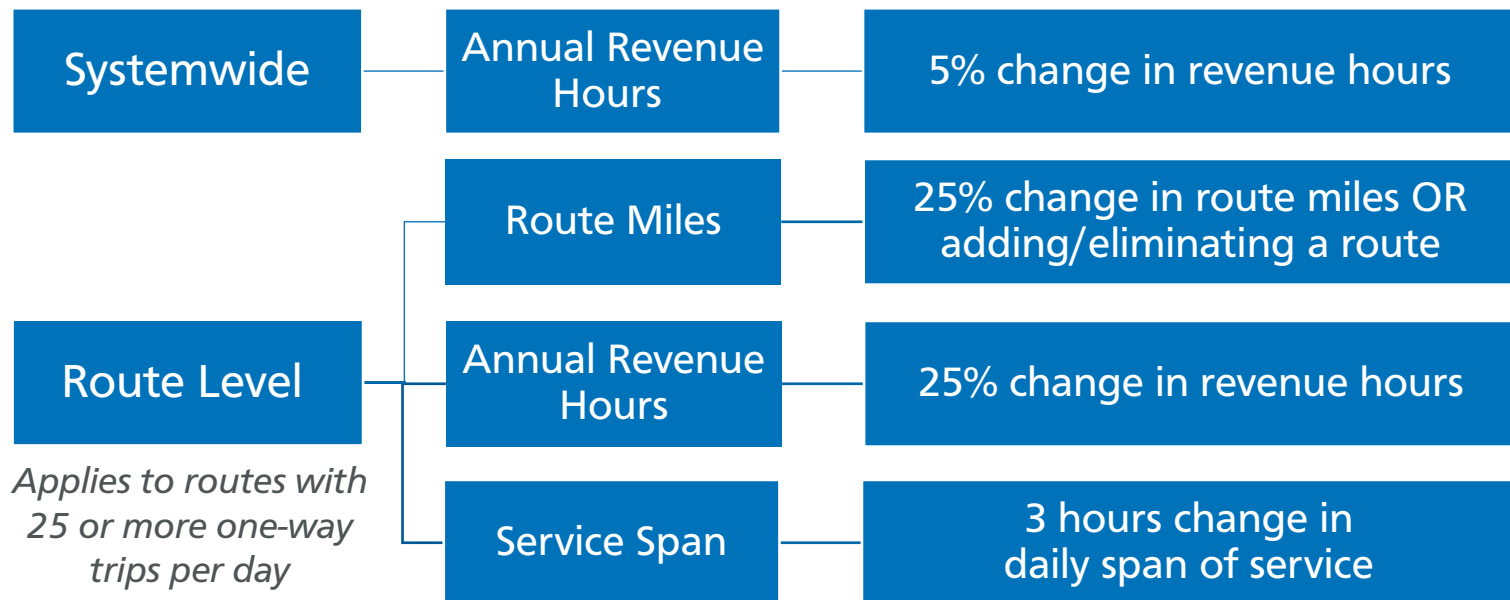
APPENDIX

Title VI: Service Equity Analysis

SFMTA Board Approved Title VI Analysis Definitions

- After extensive public outreach, SFMTA Board approved major service change, disparate impact, and disproportionate burden polices in August 2013

Major Service Change Definition (For changes in place longer than 12 mos.)



Disparate Impact, and Disproportionate Burden Definition

- Found if proportion of protected classes among population impacted by service changes is 8% greater than the proportions systemwide