

THIS PRINT COVERS CALENDAR ITEM NO.: 10.5

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Transit

BRIEF DESCRIPTION:

Approving the SFMTA's Title VI Service Equity Analysis of proposed Muni service cuts, expected to be implemented June 21, 2025, which includes analysis of the route consolidation of the 6 Haight-Parnassus and 21 Hayes lines and finds that the route consolidation does not result in a disparate impact on communities of color or a disproportionate burden on low-income communities; and approving the route consolidation of the 6 Haight-Parnassus and 21 Hayes.

SUMMARY:

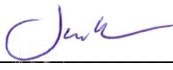
- The SFMTA is facing a \$50 million shortfall in the agency's FY26 budget. This shortfall is due to parking revenue, transit revenue, and General Fund reimbursements being lower than expected, which are largely due to the lasting economic impact of the pandemic. To close the \$50 million gap, the SFMTA identified \$35 million of solutions with smaller trade-offs, about half of which will come from optimizing parking programs.
- On March 18, 2025, by majority vote, the SFMTA Board gave direction to close the remaining \$15 million shortfall with \$7.8 million in cuts to agency programs and projects and \$7.2 million in proposed cuts to Muni transit service, expected to be implemented June 21, 2025, if approved.
- Informed by feedback from the public and the SFMTA Board on what service cuts would have the least negative impacts, the final proposed service cuts include shortening three lines during all or part of the day (5 Fulton, 9 San Bruno and 31 Balboa) and consolidating two lines (6 Haight-Parnassus and 21 Hayes) into one line.
- Federal Transit Administration (FTA) Circular 4702.1B requires a Title VI service equity analysis for service adjustments that rise to the level of a major service change and are in effect for longer than 12 months.
- The only service change of the proposed service cuts expected to be implemented June 21, 2025 that meets the agency's definition of a major service change is the route consolidation of the 6 Haight-Parnassus and 21 Hayes. The Title VI analysis of the route consolidation found that the change does not result in a disparate impact on communities of color or a disproportionate burden on low-income communities.
- The SFMTA, under authority delegated by the Planning Department, has determined that the proposed consolidation of the 6 Haight-Parnassus and 21 Hayes, which includes a corresponding Title VI Service Equity Analysis, and the Muni transit service cuts expected to be implemented June 21, 2025 are categorically exempt from the California Environmental Quality Act (CEQA).
- The proposed action is the Approval Action as defined by S.F. Administrative Code Chapter 31.

ENCLOSURES:

1. SFMTA Board Resolution
2. Title VI Service Equity Analysis of Muni's Proposed Service Cuts Expected to be Implemented June 21, 2025

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APPROVALS:

DIRECTOR 

SECRETARY 

DATE

April 10, 2025

April 10, 2025

ASSIGNED SFMTAB CALENDAR DATE: April 15, 2025

PURPOSE

Approving the SFMTA’s Title VI Service Equity Analysis of proposed Muni service cuts, expected to be implemented June 21, 2025, which includes analysis of the route consolidation of the 6 Haight-Parnassus and 21 Hayes lines and finds that the route consolidation does not result in a disparate impact on communities of color or a disproportionate burden on low-income communities; and approving the route consolidation of the 6 Haight-Parnassus and 21 Hayes.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

This action supports the following SFMTA Strategic Plan Goals:

- Goal 1: Identify and reduce disproportionate outcomes and resolve past harm towards marginalized communities.
- Goal 5: Deliver reliable and equitable transportation services.
- Goal 6: Eliminate pollution and greenhouse gas emissions by increasing use of transit, walking and bicycling.
- Goal 7: Build stronger relationships with stakeholders.
- Goal 10: Position the agency for financial success.

This item addresses the following San Francisco Transit First Policy Principles:

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.
2. Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.

DESCRIPTION

The SFMTA is facing a \$50 million shortfall in the agency’s FY26 budget. This shortfall is due to parking revenue, transit revenue, and General Fund reimbursements being lower than expected, which are largely due to the lasting economic impact of the pandemic. To close the \$50 million gap, the SFMTA identified \$35 million of solutions with smaller trade-offs, about half of which will come from optimizing parking programs.

On March 18, 2025, by majority vote, the SFMTA Board gave direction to close the remaining \$15 million shortfall with \$7.8 million in cuts to agency programs and projects and \$7.2 million in proposed cuts to Muni transit service to be implemented June 21, 2025, instead of seeking other sources, such as tapping into the agency’s reserves. Informed by feedback from the public and the SFMTA Board on what service cuts would have the least negative impacts, these service cuts include shortening three lines during all or part of the day (5 Fulton, 9 San Bruno and 31 Balboa) and consolidating two lines (6 Haight-Parnassus and 21 Hayes) into one line. See table below for more details.

Federal Transit Administration (FTA) Circular 4702.1B requires a Title VI service equity analysis

for major service changes in effect for longer than 12 months. The only route and service change of the proposed service cuts expected to be implemented June 21, 2025, that meets the agency’s definition of a major service change is the route consolidation of the 6 Haight-Parnassus and 21 Hayes. The Title VI analysis of the route consolidation found that the change does not result in a disparate impact on communities of color or a disproportionate burden on low-income communities.

The table below provides a summary of Muni’s proposed service cuts expected to be implemented June 21, 2025, and includes which cuts meet the criteria in the SFMTA’s Title VI Major Service Change Policy.

Route	Description of Proposed Muni Service Cuts Expected to be Implemented June 21, 2025	Major Service Change Criteria met with Service Decrease “(-)” or Increase “(+)”				
		None Met	Route-Miles		Revenue Hours	
			(-)	(+)	(-)	(+)
5 Fulton	<ul style="list-style-type: none"> Shortened so inbound service will end at Civic Center on weekdays during the hours the 5R Fulton Rapid is running. On weekends and during weekday hours when the 5R Fulton Rapid is not running, the 5 Fulton will run existing service (as of February 2025) along Market St. 	X				
6 Haight-Parnassus AND 21 Hayes	<ul style="list-style-type: none"> The 6 Haight-Parnassus and 21 Hayes will be consolidated. <u>Route</u>: This consolidated route would serve all current 6 Haight-Parnassus stops west of Masonic Avenue. The route would also serve all current 21 Hayes stops east of Masonic Avenue. <u>Frequency</u>: As both the 6 Haight-Parnassus and 21 Hayes currently do, the consolidated route will have a peak frequency of 20 minutes on weekdays and weekends. <u>Service Span</u>: The consolidated route will match the current span of the 6 Haight-Parnassus (5am-midnight) on weekdays and weekends. The current span for the 21 Hayes is 5am-10pm on weekdays and weekends. <u>Haight Street</u>: Shifting the 6 Haight-Parnassus to Hayes Street would result in Haight Street not having service between 10pm and midnight. To counter this, service will be added to the 7 Haight-Noriega between 10pm and midnight. 		X		X	
9 San Bruno	<ul style="list-style-type: none"> Shortened so inbound service will end at 11th St & Market St on weekdays during the hours the 9R San Bruno Rapid is running. 	X				

Route	Description of Proposed Muni Service Cuts Expected to be Implemented June 21, 2025	Major Service Change Criteria met with Service Decrease “(-)” or Increase “(+)”				
		None Met	Route-Miles		Revenue Hours	
			(-)	(+)	(-)	(+)
	<ul style="list-style-type: none"> On weekends and during weekday hours when the 9R San Bruno Rapid is not running, the 9 San Bruno will run existing service (as of February 2025) along Market St. 					
21	Hayes	<ul style="list-style-type: none"> See description for 6 Haight-Parnassus. 				X
31	Balboa	<ul style="list-style-type: none"> Shortened so inbound service will end at Cyril Magnin St/5th St & Market St on weekdays. This shortened route is already run on weekends. 	X			

TITLE VI SERVICE EQUITY ANALYSIS BACKGROUND AND FINDINGS

As a federally funded agency, the SFMTA must comply with Title VI of the Civil Rights Act of 1964, which prohibits discrimination on the basis of race, color or national origin in programs and activities receiving Federal financial assistance. Federal Transit Administration (FTA) Circular 4702.1B requires a transit agency’s governing board to adopt a Title VI Program, and, as a part of the Program, the following policies related to fare and service changes: Major Service Change Policy, Disparate Impact Policy, and Disproportionate Burden Policy.

A Title VI service equity analysis is required for service changes that meet the criteria in the SFMTA’s Major Service Change Policy. The service changes that meet the criteria of a major service change are then analyzed to see if they result in a disparate impact on communities of color or a disproportionate burden on low-income communities.

The SFMTA’s Major Service Change Policy defines a major service change as a change in transit service that would be in effect for more than a 12-month period, and that would consist of any of the following criteria:

- *A schedule change (or series of changes) resulting in a system-wide change in annual revenue hours of five percent or more implemented at one time or over a rolling 24-month period;*
- *A schedule change on a route with 25 or more one-way trips per day resulting in:

 - *Adding or eliminating a route;*
 - *A change in annual revenue hours on the route of 25 percent or more;*
 - *A change in the daily span of service on the route of three hours or more; or*
 - *A change in route-miles of 25 percent or more, where the route moves more than a quarter mile.**Corridors served by multiple routes will be evaluated based on combined revenue hours, daily span of service, and/or route-miles.**
- *The implementation of a New Start, Small Start, or other new fixed guideway capital*

project, regardless of whether the proposed changes to existing service meet any of the criteria for a service change described above.

Under the SFMTA's Disparate Impact Policy in its Title VI Program, service changes are considered to have a disparate impact on communities of color if:

- the changes meet the Agency's major service change criteria and
- the proportion of people of color in the population impacted by the service changes is eight or more percentage points higher for service decreases (and lower for service increases) than the respective proportion in the citywide population.

Under the SFMTA's Disproportionate Burden Policy in its Title VI Program, service changes are considered to have a disproportionate burden on individuals living in low-income households if:

- the changes meet the Agency's major service change criteria and
- the proportion of individuals living in low-income households in the population impacted by the service changes is eight or more percentage points higher for service decreases (and lower for service increases) than the respective proportions in the citywide population.

The current Title VI analysis of the Muni proposed service cuts expected to be implemented June 21, 2025, found that only one of the route and service changes, the route consolidation of the 6 Haight-Parnassus and the 21 Hayes, met the criteria in the Major Service Change Policy. Two route segment removals met the route miles major service change criteria and the net change in service hours met the annual revenue hours major service change criteria. The service span major service change criteria was not met.

The route-level major service changes were grouped by major service change category (route miles or annual revenue hours) and whether the changes resulted in a service increase or decrease and were then analyzed to determine if each category of changes cumulatively indicated a disparate impact on communities of color or a disproportionate burden on low-income populations.

For major service changes that resulted in service decreases, the proportions of people of color and individuals living in low-income households in the impacted population were not eight or more percentage points higher than the respective proportions of the citywide population.

For major service changes that resulted in service increases, the proportions of people of color and individuals living in low-income households in the impacted population were not eight or more percentage points lower than the respective proportions of the citywide population.

These results indicate that no disparate impact on communities of color or disproportionate burden on low-income communities was found. These findings are summarized in the table below.

Major Service Change Type	% People of Color ¹ (% of impacted population)	Difference from Citywide Population	Disparate Impact?	% Low-income ¹ (% of impacted population)	Difference from Citywide Population	Disproportionate Burden?
Service Decreases (Is Difference from Citywide Population +8 or higher?)						
Route Miles	58%	-5	No	27%	+6	No
Revenue Hours	46%	-17	No	12%	-9	No
Service Increases (Is Difference from Citywide Population -8 or lower?)						
Route Miles	No increases	-	-	-	-	-
Revenue Hours	56%	-7	No	27%	+6	No
Citywide Population ¹	63%			21%		

Note: ¹ Data Source: U.S. Census 2019-2023 American Community Survey 5-year estimates

ADDITIONAL RIDERSHIP DEMOGRAPHIC DATA FOR ROUTES PROPOSED TO EXPERIENCE SERVICE CUTS

FTA Circular 4702.1B requires transit agencies to conduct a systemwide on-board customer survey every 5 years to collect customer demographic information. This data is collected at the route level and is used to evaluate SFMTA’s Title VI Program, which is updated every 3 years, and when applicable, is used in the evaluation of service and fare changes. The previous on-board survey was conducted in 2017 and an updated survey was delayed as San Francisco and the Muni system recovered from the COVID-19 pandemic. An updated survey is currently underway and is expected to be completed by Summer 2025. Below is preliminary demographic data for all the routes experiencing service reductions as part of the Muni proposed service cuts, expected to be implemented on June 21, 2025, including service cuts that do not meet the SFMTA’s major service change definition.

This data was not used for the Title VI Service Equity Analysis of the 6 Haight-Parnassus and 21 Hayes route consolidation since this major service change is creating a routing that has not been surveyed. As allowed under FTA Circular 4702.1B, Census data can be used when on-board survey data is not applicable or available. Although Muni 2025 Onboard Survey data was not used for the Title VI analysis, the preliminary on-board survey data below was considered by staff in developing service cut scenarios to better understand the impacts the proposed service cuts will have on riders from these vulnerable populations who are known to be more transit dependent.

The bolded numbers in the table below highlight data points where the route-level percentage exceed the systemwide percentage. The 9 San Bruno and the 31 Balboa have higher percentages of vulnerable populations compared to the systemwide population. As a result of the agency’s budget shortfall, the SFMTA has to make cuts agencywide, including transit service. In a time when Muni ridership is increasing, there are no easy options for making service cuts. The final proposed service cuts were informed by feedback from the public and the SFMTA Board on what service cuts would have the least negative impacts. To minimize the impact, the service cuts the SFMTA are proposing maintain all connections and all frequency throughout the system by focusing cuts on the transit rich Market Street corridor where there is abundant service and alternative transit options.

Impacted Route	Average Daily Boardings	% People of Color	% Low Income Households	% Seniors	% People with Disabilities
5 Fulton	6,500	58%	38%	4%	4%
6 Haight/Parnassus	4,600	58%	38%	6%	4%
9 San Bruno	9,300	76%	64%	6%	11%
21 Hayes	1,300	58%	27%	5%	5%
31 Balboa	4,600	67%	55%	9%	2%
Systemwide	479,000	69%	43%	7%	5%

Source: January 2025 Monthly Ridership, 2024 Preliminary SFMTA On-Board Customer Survey

STAKEHOLDER ENGAGEMENT

Pursuant to Title VI of the Civil Rights Act of 1964 and its implementing regulations, as well as state and local laws, the SFMTA takes responsible steps to ensure meaningful access to the benefits, services, information, and other important portions of SFMTA’s programs and activities. These steps are taken for individuals regardless of race, color or national origin, including limited-English proficiency. Given the diversity of San Francisco and of Muni’s ridership, the SFMTA is committed to disseminating information that is accessible to individuals who have limited ability to read, write and/or speak English.

SFMTA staff presented to its Board regarding the proposed Muni service cuts and/or alternatives to address \$15 Million of its \$50 Million FY26 budget gap at the following four Board meetings:

- February 4, 2025 (<https://www.sfmta.com/reports/2-4-25-mtab-item-12-2025-summer-service-cut-proposals>): The SFMTA presented three approaches the SFMTA could take to cut 4% of Muni service that would save approximately \$15 Million. The SFMTA Board gave staff direction to explore options that did not include Muni service cuts.
- February 18, 2025 (<https://www.sfmta.com/reports/2-18-25-mtab-item-14-financial-update>): The SFMTA presented second and third options that would save approximately \$15 Million: Agency-wide program and project cuts or Spending reserve funds. The SFMTA Board gave staff direction to explore hybrids of the options presented February 4 and 18 for covering the \$15 Million, with one option being Muni service cuts.
- March 18, 2025 (<https://www.sfmta.com/reports/3-18-25-mtab-item-11-summer-2025-muni-budget-alignment-proposals>): SFMTA staff presented approximately \$7.8 Million in agency-wide program and project cuts that the SFMTA Board expressed an interest in pursuing at its February 18 meeting, and then two options that would save approximately \$7.2 Million: (1) Muni service cuts that mostly focus on taking advantage of the abundant Muni service on Market Street or (2) spending reserve funds. By a majority vote, the SFMTA Board gave direction to staff to move forward with Muni service cuts that would save approximately \$7.8 Million.
- April 1, 2025 (<https://www.sfmta.com/reports/4-1-25-mtab-item-14-summer-2025-service-cuts>): SFMTA staff presented a summary of the Title VI Service Equity Analysis of the approximately \$7.2 Million in proposed Muni service cuts. Staff also sought final Board direction on either bringing the service cuts and the Title VI Service Equity Analysis of the 6 Haight-Parnassus and 21 Hayes route consolidation for future approval or directing staff to seek another option to cover the budget shortfall, such as using the Agency’s reserves. By

majority vote, the SFMTA Board directed staff to move forward with the final Muni service cuts proposal expected to be implemented June 21, 2025, including the Title VI Service Equity Analysis of the 6 Haight-Parnassus and 21 Hayes route consolidation, for consideration and future approval.

In addition to these four SFMTA Board meetings that were heavily attended by Muni riders and other members of the public who provided extensive feedback during the public comment portions of the meetings, the SFMTA collected feedback on the proposed service cuts through an expansive multilingual public outreach and feedback campaign:

- Hosted a project hotline at 415.646.2005 and MuniCuts@SFMTA.com where we received feedback from over 125 community members in English, Cantonese, Mandarin and Spanish.
- Hosted ten pop-ups at major transit transfer points citywide, and ride-alongs on the 5 Fulton and 9 San Bruno with staff who speak English, Cantonese, Mandarin and Spanish.
- Posted 600+ posters requesting feedback in nine languages (English, Chinese, Spanish, Filipino, Russian, Vietnamese, Korean, Japanese and French). The posters were posted at Muni stops on ten Muni routes that could be impacted by possible service cuts.
- Digital public service announcements, or PSAs, were displayed in transit shelters citywide
- Maintained and updated a project website (<https://www.sfmta.com/projects/summer-2025-muni-service-cuts>).
 - From February 4 through February 25, 2025, the project website featured a video with subtitles and a feedback form to collect feedback in English, Chinese, Spanish and Filipino.
 - 2,499 responses were received in English, Chinese, Spanish and Filipino through the feedback form.
 - Throughout, the project website included information on how to provide feedback via a project hotline with free language service, a dedicated email or by attending the SFMTA Board of Directors' meetings.
- Email and text messages in nine languages (English, Chinese, Spanish, Filipino, Russian, Vietnamese, Korean, Japanese and French) were sent to Muni Alerts subscribers and community-based organizations offering briefings.
- Ad buy on Instagram and Facebook from March 11-17 in English, Chinese, Spanish and Filipino with a reach of over 120,000.
- Presentations were made to the SFMTA Citizens' Advisory Council on February 6 and March 6, and to the Muni Equity Working Group on January 23 and February 11.

The public feedback that was collected following the SFMTA Board meeting on February 4, 2025, informed the service plan proposal that was presented at the Board meeting on March 18, 2025. Overwhelmingly, the feedback collected stated to not cut Muni service. If cuts were necessary, there was no consensus on whether to prioritize maintaining frequency or connections. The ultimate service plan that was brought to the March 18 and April 1, 2025, Board meetings and that is being analyzed in this Title VI Service Equity analysis aims to maintain frequencies and connections as much as possible. This service plan is mostly focused on taking advantage of the abundant service on Market Street. The final proposed service plan being analyzed in this Title VI analysis will result in a smaller service cut, approximately 2% systemwide, than the 4% service reduction that was first presented to the SFMTA Board in February 2025.

ALTERNATIVES CONSIDERED

On February 4, 2025, the SFMTA presented to the SFMTA Board three potential approaches (not specific service plans) to reach a four percent (4%) cut to Muni service to cover \$15 million of the overall \$50 million budget gap for FY26.

The three approaches were:

1. Preserve high ridership routes - Suspend lower ridership routes where there are parallel options.
2. Maintain existing connections – Maintain all existing connections and coverage by reducing frequency on the Rapid corridors and Connector routes across the system.
3. Prioritize equity routes – Implement a mix of approaches #1 and #2, but prioritize maintaining service on Muni Equity routes and access in Muni Equity Neighborhoods.

The SFMTA Board ultimately gave the direction to pursue half as many Muni service cuts (approximately two percent (2%)), and the public feedback collected informed the final proposed service cuts, expected to be implemented on June 21, 2025.

FUNDING IMPACT

The proposed Muni service cuts expected to be implemented on June 21, 2025 are estimated to close \$7.2 Million of the SFMTA’s \$50 Million FY26 budget shortfall.

PUBLISHED NOTICE

Charter Section 16.112 requires a public hearing and published notice at least 72 hours prior to that hearing before implementing any significant change in the operating schedule or route of a street railway, bus line, trolley bus line or cable car line. Pursuant to Charter Section 16.112, an advertisement was placed in the City’s official newspaper, the San Francisco Examiner, on April 10, 2025, providing notice that the SFMTA Board would hold a hearing on April 15, 2025, to consider the route consolidation of the 6 Haight-Parnassus and 21 Hayes.

ENVIRONMENTAL REVIEW

The proposed consolidation of the 6 Haight-Parnassus and 21 Hayes, which includes a corresponding Title VI Service Equity Analysis, is subject to the California Environmental Quality Act (CEQA). CEQA provides a categorical exemption from environmental review for existing facilities, including existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities as defined in Title 14 of the California Code of Regulations Section 15301.

On April 9, 2025, the SFMTA, under authority delegated by the Planning Department, determined (Case Number 2025-002948ENV) that the proposed route consolidation of the 6 Haight-Parnassus and 21 Hayes, which includes a corresponding Title VI Service Equity Analysis, and the Muni transit service cuts expected to be implemented June 21, 2025 are categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15301.

A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors,

and may be found in the records of the Planning Department by Case Number at <https://sfplanninggis.org/pim/> or 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference.

OTHER APPROVALS

The City Attorney's Office has reviewed this calendar item.

RECOMMENDATION

Staff recommends that the SFMTA Board approve the SFMTA's Title VI Service Equity Analysis of proposed Muni service cuts, expected to be implemented June 21, 2025, which includes analysis of the route consolidation of the 6 Haight-Parnassus and 21 Hayes lines and finds that the route consolidation does not result in a disparate impact on communities of color or a disproportionate burden on low-income communities; and approving the route consolidation of the 6 Haight-Parnassus and 21 Hayes.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The SFMTA is facing a \$50 million shortfall in the agency's Fiscal Year (FY) 2026 budget. This shortfall is due to parking revenue, transit revenue, and General Fund reimbursements being lower than expected, which are largely due to the lasting economic impact of the pandemic; and,

WHEREAS, To close the \$50 million gap, the SFMTA identified \$35 million of solutions with smaller trade-offs, about half of which will come from optimizing parking programs; and,

WHEREAS, On March 18, 2025, by majority vote, the SFMTA Board gave direction to close the remaining \$15 million shortfall with \$7.8 million in cuts to agency programs and projects and \$7.2 million in proposed cuts to Muni transit service, expected to be implemented June 21, 2025, instead of seeking other sources, such as tapping into the agency's reserves; and,

WHEREAS, The SFMTA is committed to making San Francisco a Transit-First City; and,

WHEREAS, Informed by feedback from the public and the SFMTA Board on what service cuts would have the least negative impacts, these service cuts include shortening three lines during all or part of the day (5 Fulton, 9 San Bruno and 31 Balboa) and consolidating two lines (6 Haight-Parnassus and 21 Hayes) into one line; and,

WHEREAS, Pursuant to the requirements contained in the Federal Transit Administration's (FTA) Circular 4702.1B, "Title VI Requirements and Guidelines for Federal Transit Administration Recipients," a transit service equity analysis is required for Muni service adjustments that meet the SFMTA's definition of a major service change and are in effect for longer than 12 months; and,

WHEREAS, The only service change of the proposed service cuts expected to be implemented June 21, 2025 that meets the agency's definition of a major service change is the route consolidation of the 6 Haight-Parnassus and 21 Hayes.; and,

WHEREAS, Pursuant to the requirements contained in FTA Circular 4702.1B, the SFMTA analyzed the impacts of the major service changes on communities of color and customers from low-income households and determined that the major service changes do not result in a disparate impact on communities or color or a disproportionate burden on low-income communities under Title VI; and,

WHEREAS, The public feedback that was collected through an expansive multilingual outreach campaign following the February 4, 2025 SFMTA Board meeting informed the reduced service cuts plan that is being analyzed in this Title VI service equity analysis; and,

WHEREAS, The proposed consolidation of the 6 Haight-Parnassus and 21 Hayes, which includes a corresponding Title VI Service Equity Analysis, is subject to the California Environmental Quality Act (CEQA). CEQA provides a categorical exemption from environmental review for existing facilities, including existing highways and streets, sidewalks, gutters, bicycle

and pedestrian trails, and similar facilities as defined in Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, On April 9, 2025, the SFMTA, under authority delegated by the Planning Department, determined (Case Number 2025-002948ENV) that the proposed route consolidation of the 6 Haight-Parnassus and 21 Hayes, which includes a corresponding Title VI Service Equity Analysis, and the Muni transit service cuts expected to be implemented June 21, 2025 are categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department by Case Number at <https://sfplanninggis.org/pim/> or 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference; therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the SFMTA's Title VI Service Equity Analysis of proposed Muni service cuts, expected to be implemented June 21, 2025, which includes analysis of the route consolidation of the 6 Haight-Parnassus and 21 Hayes lines and finds that the route consolidation does not result in a disparate impact on communities of color or a disproportionate burden on low-income communities; and be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the route consolidation of the 6 Haight-Parnassus and 21 Hayes.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of April 15, 2025.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

Enclosure 2

**TITLE VI
SERVICE EQUITY
ANALYSIS OF
MUNI'S PROPOSED
SERVICE CUTS, EXPECTED
TO BE IMPLEMENTED
JUNE 21, 2025**

April 15, 2025

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I. Background

A. Title VI

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color or national origin in programs and activities receiving Federal financial assistance. Specifically, Title VI provides that "no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." (42 U.S.C. Section 2000d).

The Federal Transit Administration's (FTA) Circular 4702.1B, "Title VI Requirements and Guidelines for Federal Transit Administration Recipients," provides guidance to transit agencies serving large urbanized areas and requires that these agencies "shall...evaluate, prior to implementation, any and all service changes that exceed the transit provider's major service change threshold, as well as all fare changes, to determine whether those changes will have a discriminatory impact based on race, color, or national origin" (Circular 4702.1B, Chapter IV-11). FTA Circular 4702.1B also states that if "a temporary service addition or change lasts longer than twelve months, then FTA considers the service addition or change permanent and the transit provider must conduct a service equity analysis if the service otherwise qualifies as a major service change" (Circular 4702.1B, Chapter IV-13).

B. SFMTA and Title VI Analysis for Proposed Muni's Service Cuts Expected to be Implemented June 21, 2025

The San Francisco Municipal Transportation Agency (SFMTA), a department of the City and County of San Francisco, was established by voter proposition in 1999. One of the SFMTA's primary responsibilities is operating the San Francisco Municipal Railway, known universally as "Muni." Muni is the largest transit system in the Bay Area with over 700,000 passenger boardings per weekday and over 220 million customers a year prior to the pandemic and approximately 520,000 passenger boardings per weekday in Fall 2024. The Muni fleet includes historic streetcars, renewable biodiesel and electric hybrid buses and electric trolley coaches, light rail vehicles, paratransit cabs and vans and the world-famous cable cars. As of February 2025, Muni has 52 bus routes, six light rail lines, one historic streetcar line, and three cable car lines in service and provides regional connections to other Bay Area public transit systems such as BART, AC Transit, Golden Gate Transit and Ferries, SamTrans, and Caltrain.

This Title VI Analysis includes:

- SFMTA's Board-approved Title VI-related policies and definitions, including the Agency's Major Service Change, Disparate Impact and Disproportionate Burden Policies.
- The methodology used for this service equity analysis.
- A description of the proposed Muni's service cuts, expected to be implemented June 21, 2025.
- The results of the service equity analysis.
- A summary of public outreach and engagement efforts to seek public comment on proposed Muni's service cuts expected to be implemented June 21, 2025.

II. SFMTA’s Title VI-related Policies, Definitions

On October 1, 2012, FTA issued updated Circular 4702.1B, which requires a transit agency’s governing board to adopt the following policies related to fare and service changes:

- Major Service Change Definition – establishes a definition for a major service change, which provides the basis for determining when a service equity analysis needs to be conducted.
- Disparate Impact and Disproportionate Burden Policies – establishes thresholds to determine when proposed major service changes or fare changes would adversely affect communities of color and/or low-income populations and when alternatives need to be considered or impacts mitigated.

In response to the Title VI Circular, the SFMTA developed Major Service Change, Disparate Impact and Disproportionate Burden Policies, which were approved by the SFMTA Board of Directors on August 20, 2013, after an extensive multilingual public outreach process. Outreach included two public workshops, five presentations to the SFMTA Board and committees, and outreach to approximately 30 community-based organizations and transportation advocates with broad perspective among communities of color and low-income communities.

The following definitions and policies were used to conduct this Title VI service equity analysis:

- People and Communities of Color/Minority Populations
- Low-income Populations
- Major Service Change Policy
- Disparate Impact Policy
- Disproportionate Burden Policy
- Adverse Effect

A. People and Communities of Color / Minority Populations

The Title VI Circular includes the following race and ethnicity identities in its definition for those who are considered “minority persons” and members of “minority populations”: American Indian and Alaska Native, Asian, Black or African American, Hispanic or Latino, or Native Hawaiian or other Pacific Islander. As an agency, the SFMTA is dedicating efforts to continuous process improvement to normalize and sustain terminology which centers racial equity and affirms the cultures of racialized people. For the purpose of this Title VI analysis, the SFMTA considers individuals to be a person of color if they self-identify as any race/ethnicity other than White, Not Hispanic or Latino. An individual who self-identifies as Multi-Racial including White, is also considered to be a person of color.” Use of the term “person of color” in this report should be considered as coextensive with the term “minority” as that term is defined in FTA Circular 4702.1B.

B. Low-income Populations

The SFMTA defines low-income individuals as those whose total household income is below 200% of the federal poverty level per household size. This definition of low-income households matches SFMTA’s criteria for Lifeline Muni passes for low-income households in San Francisco. To be consistent with the use of 2023 5-year American Community Survey (ACS) data for the service

equity analysis, Table 1 shows the 2023 household incomes that meet the 200% Federal poverty level threshold for different household sizes.

Table 1: 2023 Poverty Designations by Household Size for the 48 Contiguous States and D.C.

Household Size	Poverty Guideline	200% of Poverty Guideline
1	\$14,580	\$29,160
2	\$19,720	\$39,440
3	\$24,860	\$49,720
4	\$30,000	\$60,000
5	\$35,140	\$70,280
6	\$40,280	\$80,560
7+ add for each additional household member	+\$5,140	+\$10,280

C. Major Service Change Policy

The SFMTA has developed a policy that defines a Major Service Change as a change in transit service that would be in effect for more than a 12-month period, and that would consist of any of the following criteria (per SFMTA’s 2022 Title VI Program Update):

- *A schedule change (or series of changes) resulting in a system-wide change in annual revenue hours of five percent or more implemented at one time or over a rolling 24-month period;*
- *A schedule change on a route with 25 or more one-way trips per day resulting in:

 - *Adding or eliminating a route;*
 - *A change in annual revenue hours on the route of 25 percent or more;*
 - *A change in the daily span of service on the route of three hours or more; or*
 - *A change in route-miles of 25 percent or more, where the route moves more than a quarter mile.**Corridors served by multiple routes will be evaluated based on combined revenue hours, daily span of service, and/or route-miles.**
- *The implementation of a New Start, Small Start, or other new fixed guideway capital project, regardless of whether the proposed changes to existing service meet any of the criteria for a service change described above.*

D. Disparate Impact Policy

The SFMTA’s Disparate Impact Policy is:

Disparate Impact Policy determines the point (“threshold”) when adverse effects of fare or service changes are borne disparately by minority populations. Under this policy, a fare change, or package of changes, or major service change, or package of changes, will be deemed to have a disparate impact on minority populations if the difference between the percentage of the minority population impacted by the changes and the percentage of the minority population system-wide is eight percentage points or more. Packages of major service

changes across multiple routes will be evaluated cumulatively and packages of fare increases across multiple fare instruments will be evaluated cumulatively.

E. Disproportionate Burden Policy

The SFMTA's Disproportionate Burden Policy is:

Disproportionate Burden Policy determines the point when adverse effects of fare or service changes are borne disproportionately by low-income populations. Under this policy, a fare change, or package of changes, or major service change, or package of changes, will be deemed to have a disproportionate burden on low-income populations if the difference between the percentage of the low-income population impacted by the changes and the percentage of the low-income population system-wide is eight percentage points or more. Packages of major service changes across multiple routes will be evaluated cumulatively and packages of fare increases across multiple fare instruments will be evaluated cumulatively.

F. Adverse Effect

In addition to defining policies relating to Major Service Changes, Disparate Impact, and Disproportionate Burden, the SFMTA also must define when an adverse effect may be found. According to the Title VI Circular, "an adverse effect is measured by the change between the existing and proposed service levels that would be deemed significant." For this analysis, an adverse effect may be deemed significant if it is in accordance with SFMTA's Major Service Change definition and it negatively impacts communities of color and/or low-income populations.

An adverse effect may be found if any one of the following occur:

- *A system-wide change (or series of changes) in annual revenue hours of five percent or more proposed at one time or over a rolling 24-month period;*
- *A route is added or eliminated;*
- *Annual revenue hours on a route are changed by 25 percent or more;*
- *The daily span of service on the route is changed three hours or more; or*
- *Route-miles are changed 25 percent or more, where the route moves more than a quarter mile.*

And

- *The proposed changes negatively impact minority and low-income populations.*

Corridors served by multiple routes will be evaluated based on combined revenue hours, daily span of service, and/or route-miles.

It should be noted that Title VI also requires that positive changes, such as fare reductions and major service improvements, be evaluated for their effect on communities of color and low-income communities. The SFMTA separately evaluates positive impact proposals and negative impact proposals.

III. Methodology for Service Equity Analysis

The Title VI Circular requires that a service equity analysis be conducted for service changes that would be in effect for more than a 12-month period and that meet the criteria in the transit agency's Major Service Change Policy. The analysis included herein compares Muni service between the following two time points:

- February 2025 - Service in effect, as of February 1, 2025, which would be the service in effect before the proposed service cuts.
- Proposed Muni's service cuts – Muni's service cuts expected to be implemented June 21, 2025.

The analysis involves first determining which, if any, of the service changes that will be a part of the proposed Muni service cuts, expected to be implemented June 21, 2025, that meet the criteria in the SFMTA's Major Service Change Policy described above. Then each route that meets the criteria in the Major Service Change policy is grouped by the categories of the major service change criteria that are met – route-miles, annual revenue service hours, and/or daily service span – and by whether the service change results in a service decrease or a service increase. A route is included in multiple categories of major service changes if the changes along the route meet multiple criteria of the Major Service Change Policy. (Note that full route suspensions and full route additions are considered to only meet the route-miles major service change.) Once the service changes are grouped by category, the population that is impacted by each category of major service changes is then determined.

The SFMTA typically relies on customer on-board survey data for determining the impacted population, and their demographics, for major service changes. A systemwide on-board survey was conducted in 2024 and is in the process of being finalized. However, the proposed Muni service cuts, expected to be implemented June 21, 2025, include re-routes that would not reflect current ridership. Considering this, this analysis uses U.S. Census data, specifically, the 2019-2023 American Community Survey 5-Year Estimates (2023 ACS) data at the block group level, to determine the population who is impacted by each major service change.

The service area is defined as the areas within a quarter mile of the stops along the route segment experiencing a major service change. The percentage of each block group's surface area that is within the service area is the percentage of that block group's entire population that is considered to be impacted by each route's major service change. The impacted population for each major service change category is the sum of the impacted population for each route that experienced a service change that meets the criteria for that category.

Per 2023 ACS, 63% of San Francisco residents self-identified as a person of color and 21% of residents reported that they live in a low-income household (a household living at less than 200% of the Federal poverty level).

The proportions of those in the impacted population who identified as a person of color or a person living in a low-income household for all the changes within each major service change category are then compared to the corresponding proportions for the overall population of San Francisco. Based on the SFMTA's Disparate Impact Policy and Disproportionate Burden Policy, this comparison is used to determine if the service changes in each major service change category are found to result in

a disparate impact on San Francisco's communities of color or a disproportionate burden on San Francisco's low-income population.

A disparate impact is found for:

- Service decreases - if people of color comprise a proportion of the impacted population that is eight or more percentage points higher than the proportion of the citywide population
- Service increases - if people of color comprise a proportion of the impacted population that is eight or more percentage points lower than the proportion of the citywide population

A disproportionate burden is found for:

- Service decreases - if those in a low-income household comprise a proportion of the impacted population that is eight or more percentage points higher than the proportion of the citywide population
- Service increases - if those in a low-income household comprise a proportion of the impacted population that is eight or more percentage points lower than the proportion of the citywide population

III. Muni's Proposed Service Cuts

The SFMTA is facing a \$50 million shortfall in the agency's FY26 budget. This shortfall is due to parking revenue, transit revenue, and General Fund reimbursements being lower than expected, which are largely due to the lasting economic impact of the pandemic. To close the \$50 million gap, the SFMTA identified \$35 million of solutions with smaller trade-offs, about half of which will come from optimizing parking programs.

On March 18, 2025, by majority vote, the SFMTA Board gave direction to close the remaining \$15 million with \$7.8 million in cuts to agency programs and projects and \$7.2 million in proposed cuts to Muni transit service, expected to be implemented June 21, 2025, instead of seeking other sources, such as tapping into the agency's reserves. Informed by feedback from the public and the SFMTA Board on what service cuts would have least negative impacts, these service cuts, if approved, include shortening three lines during all or part of the day (5 Fulton, 9 San Bruno and 31 Balboa) and consolidating two lines (6 Haight-Parnassus and 21 Hayes) into one line.

Federal Transit Administration (FTA) Circular 4702.1B requires a Title VI service equity analysis for major service changes in effect for longer than 12 months.

IV. Service Equity Analysis

The proposed service cuts result in a decrease in approximately 2% in annual revenue service hours systemwide compared to Muni's current service as of February 2025. The proposed Muni service cuts, expected to be implemented June 21, 2025, result in a decrease in approximately 2% in annual revenue service hours systemwide compared to Muni's current service as of February 2025. This increase is less than the 5% threshold in the Major Service Change Policy for a systemwide service change so is considered to not be a major service change.

The proposed Muni service cuts that meet the thresholds in the Major Service Change Policy for individual routes are broken down and analyzed at the route-level for the following major service change categories with each category being analyzed cumulatively to determine if the package of changes have a disparate impact on communities of color or a disproportionate burden on low-income populations:

- A. Route Segment Eliminations (Service Decreases)
- B. Route Segment Additions (Service Increases) – None for proposed service cuts
- C. Revenue Service Hour Decreases
- D. Revenue Service Hour Increases

No proposed Muni service cuts met the Major Service Change Policy criteria for service span changes.

Table 2 provides a summary of proposed Muni’s service cuts expected to be implemented June 21, 2025, and includes which cuts meet the criteria in the SFMTA’s Title VI Major Service Change Policy. The only route and service change of the proposed service cuts that meets the agency’s definition of a major service change is the route consolidation of the 6 Haight-Parnassus and 21 Hayes.

Table 2: Proposed Muni Service Cuts That Meet the SFMTA’s Major Service Change Criteria

Route	Description of Proposed Muni Service Cuts Expected to be Implemented June 21, 2025	Major Service Change Criteria met with Service Decrease “(-)” or Increase “(+)”				
		None Met	Route-Miles		Revenue Hours	
			(-)	(+)	(-)	(+)
5 Fulton	<ul style="list-style-type: none"> Shortened so inbound service will end at Civic Center on weekdays during the hours the 5R Fulton Rapid is running. On weekends and during weekday hours when the 5R Fulton Rapid is not running, the 5 Fulton will run existing service (as of February 2025) along Market St. 	X				
6 Haight-Parnassus AND 21 Hayes	<ul style="list-style-type: none"> The 6 Haight-Parnassus and 21 Hayes will be consolidated. <u>Route</u>: This consolidated route would serve all current 6 Haight-Parnassus stops west of Masonic Avenue. The route would also serve all current 21 Hayes stops east of Masonic Avenue. <u>Frequency</u>: As both the 6 Haight-Parnassus and 21 Hayes currently do, the consolidated route will have a peak frequency of 20 minutes on weekdays and weekends. <u>Service Span</u>: The consolidated route will match the current span of the 6 Haight- 		X		X	

Route	Description of Proposed Muni Service Cuts Expected to be Implemented June 21, 2025	Major Service Change Criteria met with Service Decrease “(-)” or Increase “(+)”					
		None Met	Route-Miles		Revenue Hours		
			(-)	(+)	(-)	(+)	
	Parnassus (5am-midnight) on weekdays and weekends. The current span for the 21 Hayes is 5am-10pm on weekdays and weekends. <ul style="list-style-type: none"> • <u>Haight Street</u>: Shifting the 6 Haight-Parnassus to Hayes Street would result in Haight Street not having service between 10pm and midnight. To counter this, service will be added to the 7 Haight-Noriega between 10pm and midnight. 						
9	San Bruno	<ul style="list-style-type: none"> • Shortened so inbound service will end at 11th St & Market St on weekdays during the hours the 9R San Bruno Rapid is running. • On weekends and during weekday hours when the 9R San Bruno Rapid is not running, the 9 San Bruno will run existing service (as of February 2025) along Market St. 	X				
21	Hayes	<ul style="list-style-type: none"> • See description for 6 Haight-Parnassus. 					X
31	Balboa	<ul style="list-style-type: none"> • Shortened so inbound service will end at Cyril Magnin St/5th St & Market St on weekdays. This shortened route is already run on weekends. 	X				

A. Route Segment Eliminations (Service Decreases)

As part of the proposed service cuts, and specifically the route consolidation of the 6 Haight Parnassus and 21 Hayes, service decreases experienced along two route segments meet the route miles major service change criteria. These route segment removals and the populations determined to be impacted by these changes are summarized in Table 3 and are shown in the maps in Figure 1 and Figure 2. Figure 1 also shows the Census Block groups where people of color make up a larger proportion than in the city’s overall population. Figure 2 also shows the Census Block groups where people living in low-income households make up a larger proportion than in the city’s overall population.

People of color make up 58% of the impacted population. Since the proportion among the impacted population is 5 percentage points lower and not eight or more higher than the citywide proportion (63%), the route segment removals are not found to result in a disparate impact.

People living in low-income households make up 27% of the impacted population. Since the proportion among the impacted population is 6 percentage points higher and not eight or more higher than the citywide proportion (21%), the route segment removals are not found to result in a disproportionate burden.

Table 3: Route Segment Removals – Proposed Service Cuts Major Service Changes

Route		Route-Miles % Change	Impacted Population (Within 0.25 Miles of a Stop)	% People of Color ¹	% Low-income ¹
Route Segments					
6	Haight-Parnassus - Removed Segment (from Masonic / Haight to Steuart / Don Chee)	-56% ³	58,721	61%	29%
21	Hayes - Removed Segment	-39%	12,937	44%	17%
Total Impacted Population (within 0.25 Miles) ^{1, 2}			71,658	58%	27%
Citywide Population ¹				63%	21%
Difference in % Points between Impacted & Citywide Populations				-5	+6
Disparate Impact? (For service <u>decreases</u> , Yes, if +8 or <u>higher</u>)				No	
Disproportionate Burden? (For service <u>decreases</u> , Yes, if +8 or <u>higher</u>)					No

Notes: ¹ Data Source: U.S. Census 2019-2023 American Community Survey 5-year estimates

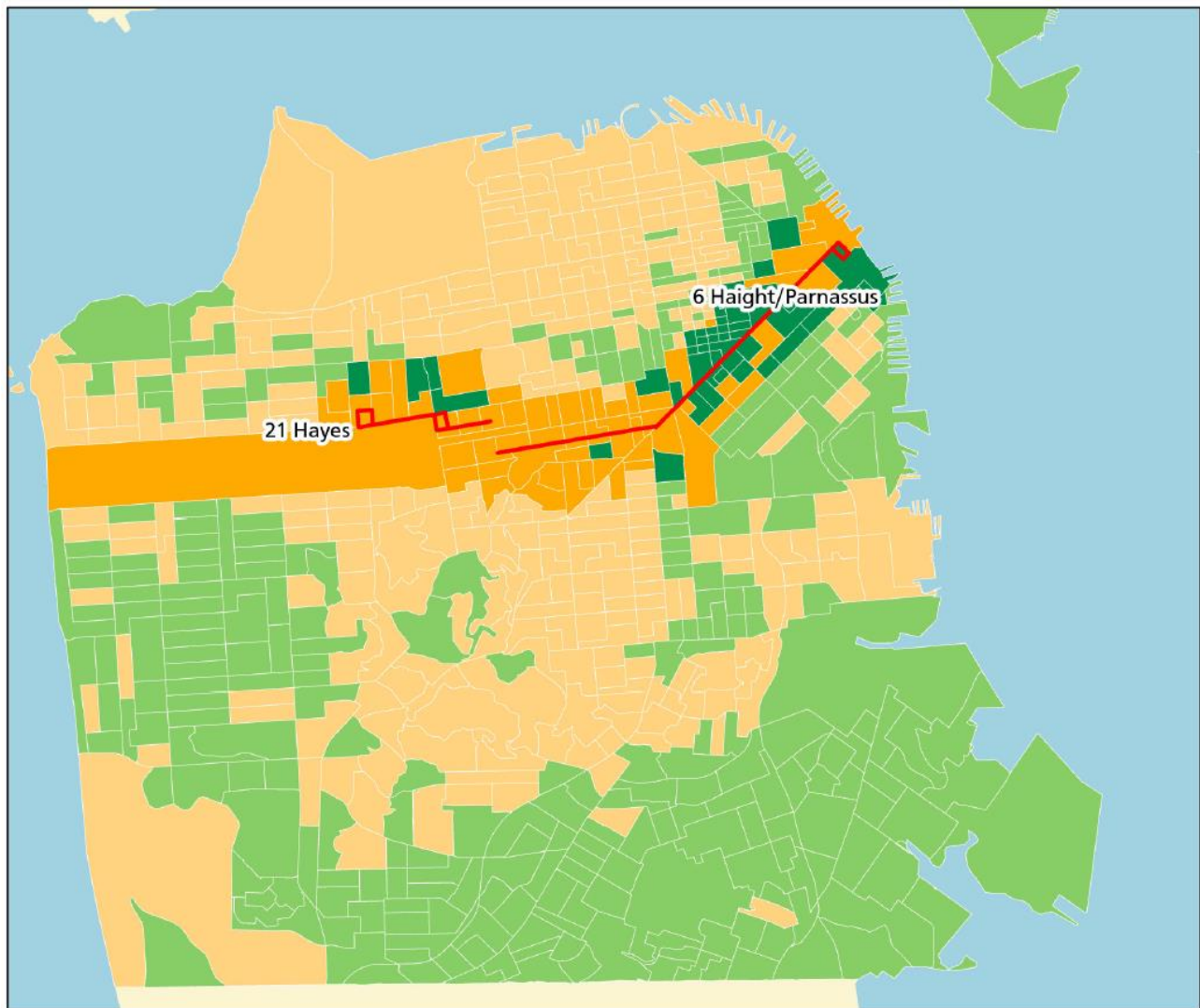
² Residents are counted in the total impacted population as many times as the number of routes for which they are considered to be in the service area.

³ The percent change to route miles on the 6 Haight-Parnassus and 21 Hayes is calculated based on the percent of the existing routing that will not be served by the new consolidated route.

Figure 1: Route Segment Removals – Proposed Service Cuts Major Service Changes & Analysis of Impact on People of Color

LEGEND

- Routes with Service Mile Decreases
- Non-People of Color & Impacted Block Group
- People of Color & Impacted Block Group
- Non-People of Color & Not Impacted Block Group
- People of Color & Not Impacted Block Group

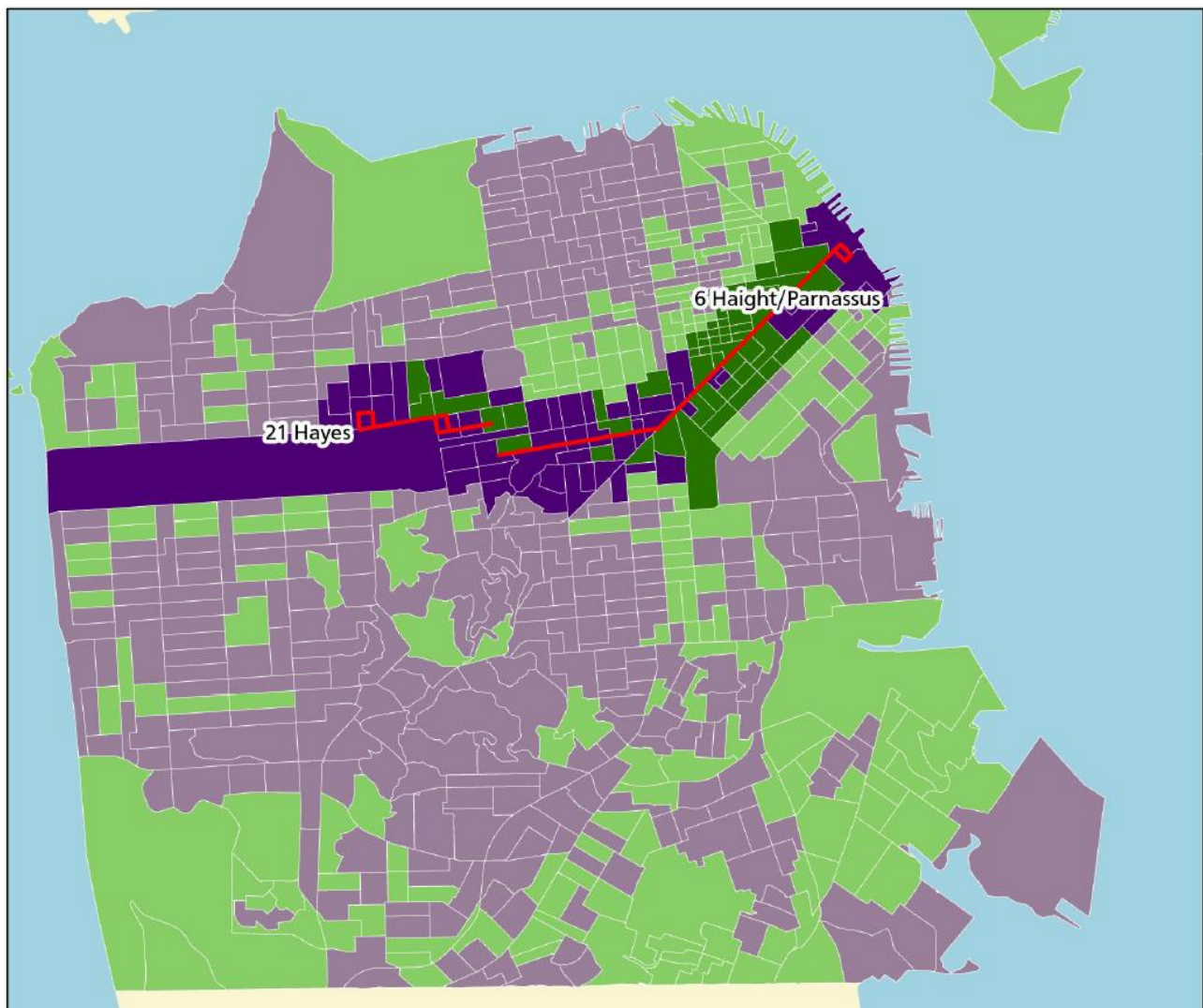


- Notes:
- **People of Color Block Group:** Census Block Group where people of color make up an equal or greater proportion than in the city's overall population (63%)
 - **Impacted Block Group:** Census Block Group where at least some residents live within the service area (0.25 miles) of a transit stop of a route with the major service change

Figure 2: Route Segment Removals – Proposed Service Cuts Major Service Changes & Analysis of Impact on Low-income Population

LEGEND

- Routes with Service Mile Decreases
- Non-Low-Income & Impacted Block Group
- Low-Income & Impacted Block Group
- Non-Low-Income & Not Impacted Block Group
- Low-Income & Not Impacted Block Group



- Notes:
- **Low-Income Block Group:** Census Block Group where those living in low-income households make up an equal or greater proportion than in the city’s overall population (21%)
 - **Impacted Block Group:** Census Block Group where at least some residents live within the service area (0.25 miles) of a transit stop of a route with the major service change

B. Route Segment Additions (Service Increases) – None for proposed service cuts

As part of the proposed Summer 2025 service cuts, and specifically the route consolidation of the 6 Haight Parnassus and 21 Hayes, the consolidated route will run on a portion of Masonic Avenue, between Haight Street and Hayes Street, that neither the 6 Haight Parnassus nor the 21 Hayes currently run on. No new stops are being proposed along this segment, however, and so there is no impacted population along the segment experiencing a benefit.

C. Route-Level Revenue Service Hour Decreases

As part of the proposed service cuts, and specifically the route consolidation of the 6 Haight Parnassus and 21 Hayes, service decreases experienced along one route segment meet the individual route annual revenue service hours major service change criteria. These route-level revenue service hour decreases and the populations determined to be impacted by these changes are summarized in Table 4 and are shown in the maps in Figure 3 and Figure 4. Figure 3 also shows the Census Block groups where people of color make up a larger proportion than in the city's overall population. Figure 4 also shows the Census Block groups where people living in low-income households make up a larger proportion than in the city's overall population.

People of color make up 46% of the impacted population. Since the proportion among the impacted population is 17 percentage points lower and not eight or more higher than the citywide proportion (63%), the route segment removals are not found to result in a disparate impact.

People living in low-income households make up 12% of the impacted population. Since the proportion among the impacted population is 9 percentage point lower and not eight or more higher than the citywide proportion (21%), the route segment removals are not found to result in a disproportionate burden.

Table 4: Revenue Service Hour Decreases – Proposed Service Cuts Major Service Changes






Route		Revenue Service Hour % Change	Impacted Population (Within 0.25 Miles of a Stop)	% People of Color ¹	% Low-income ¹
6	Haight/Parnassus Remaining Segment	-31%	33,067	46%	12%
Total Impacted Population (within 0.25 Miles) ^{1,2}			33,067	46%	12%
Citywide Population ¹				63%	21%
Difference in % Points between Impacted & Citywide Populations				-17	-9
Disparate Impact? (For service <u>decreases</u> , Yes, if +8 or <u>higher</u>)				No	
Disproportionate Burden? (For service <u>decreases</u> , Yes, if +8 or <u>higher</u>)					No

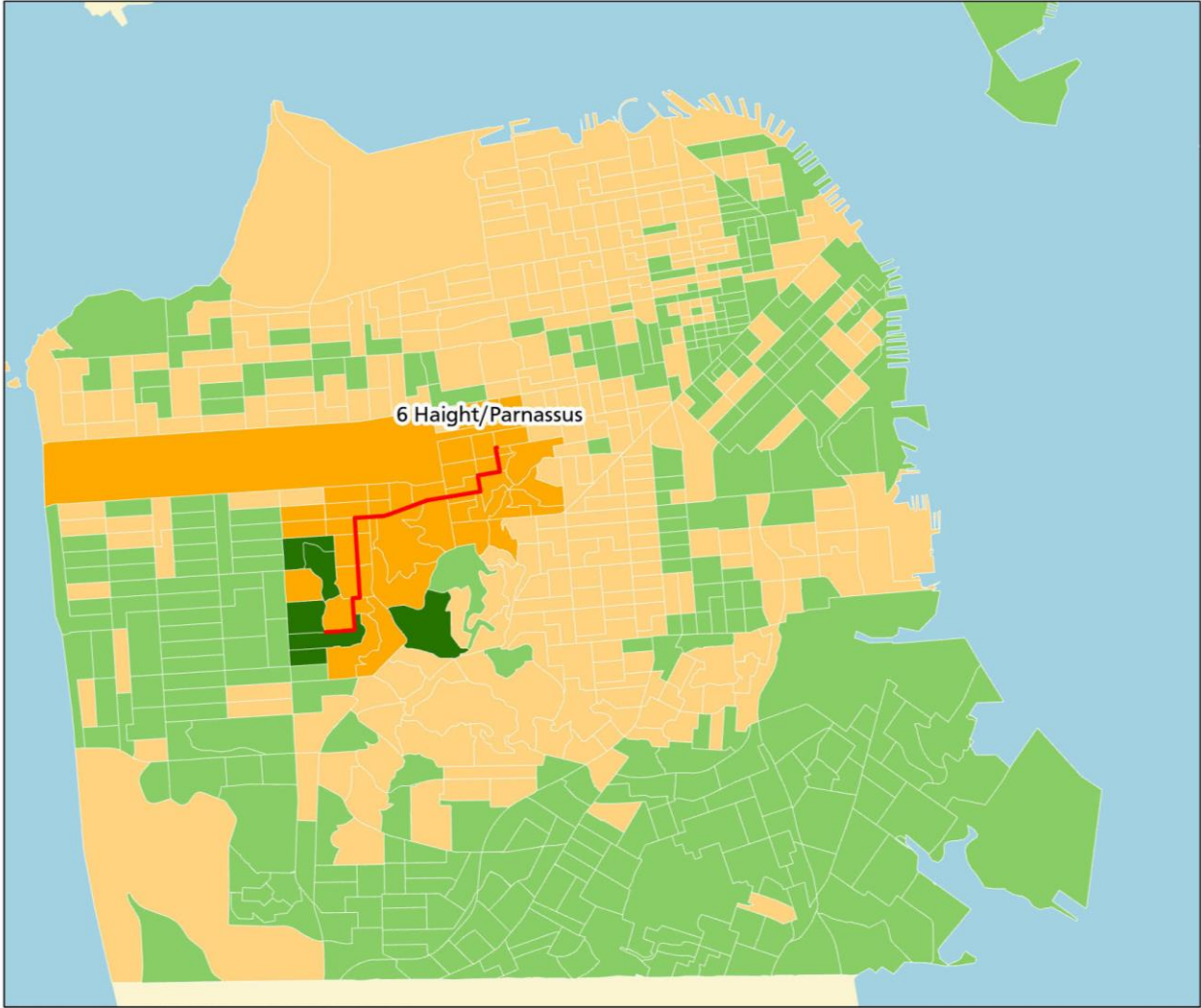
Notes: ¹ Data Source: U.S. Census 2019-2023 American Community Survey 5-year estimates

² Residents are counted in the total impacted population as many times as the number of routes for which they are considered to be in the service area.

Figure 3: Revenue Service Hour Decreases – Proposed Service Cuts Major Service Changes & Analysis of Impact on People of Color

LEGEND






-  Routes with Service Hour Decreases
-  Non-People of Color & Impacted Block Group
-  People of Color & Impacted Block Group
-  Non-People of Color & Not Impacted Block Group
-  People of Color & Not Impacted Block Group

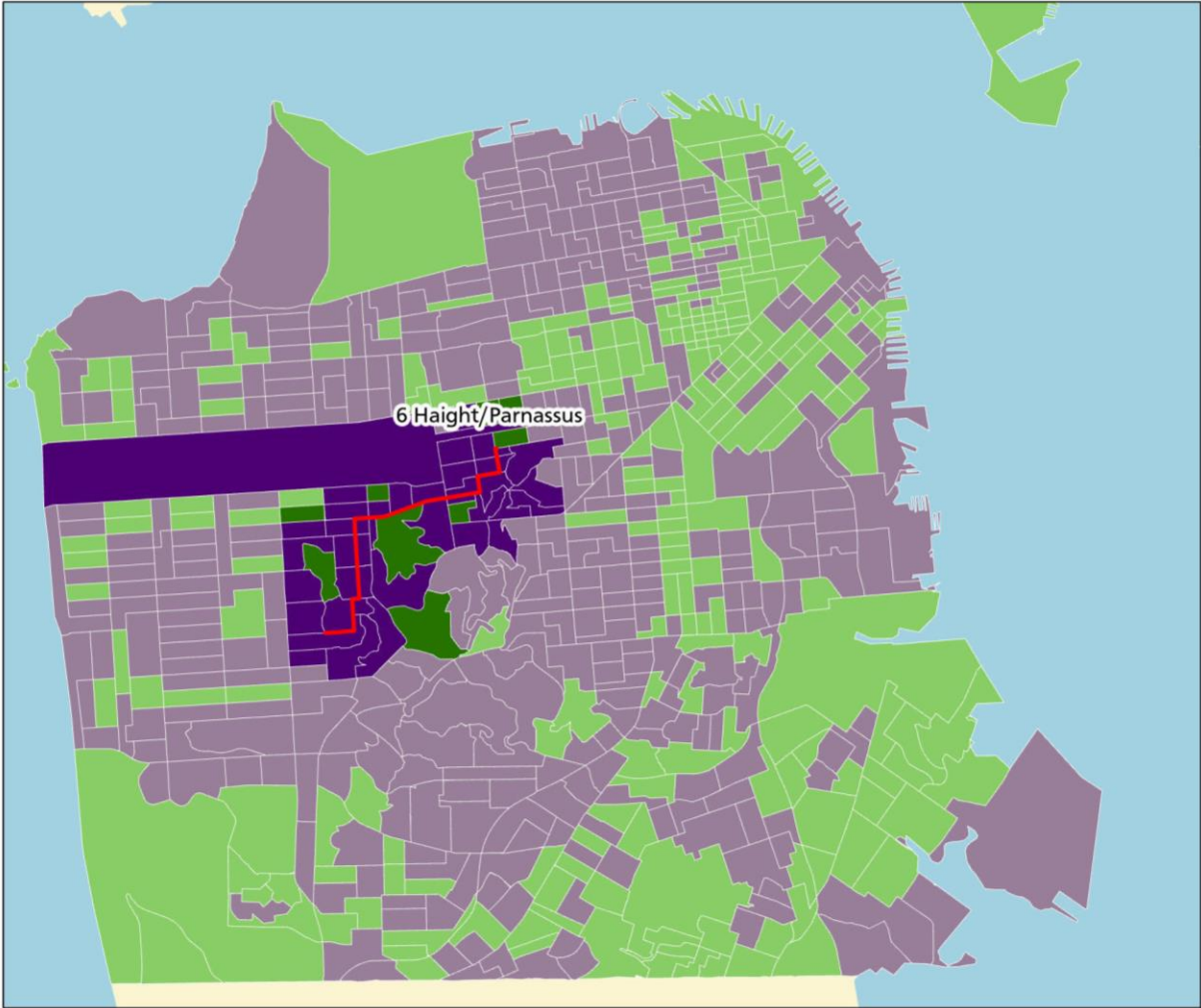


- Notes:
- **People of Color Block Group:** Census Block Group where people of color make up an equal or greater proportion than in the city’s overall population (63%)
 - **Impacted Block Group:** Census Block Group where at least some residents live within the service area (0.25 miles) of a transit stop of a route with the major service change

Figure 4: Revenue Service Hour Decreases – Proposed Service Cuts Major Service Changes & Analysis of Impact on Low-income Population

LEGEND

-  Routes with Service Hour Decreases
-  Non-Low-Income & Impacted Block Group
-  Low-Income & Impacted Block Group
-  Non-Low-Income & Not Impacted Block Group
-  Low-Income & Not Impacted Block Group



- Notes:
- **Low-Income Block Group:** Census Block Group where those living in low-income households make up an equal or greater proportion than in the city’s overall population (21%)
 - **Impacted Block Group:** Census Block Group where at least some residents live within the service area (0.25 miles) of a transit stop of a route with the major service change

D. Route-Level Revenue Service Hour Increases

As part of the proposed service cuts, and specifically the route consolidation of the 6 Haight Parnassus and 21 Hayes, service increases experienced along one route segment meet the individual route annual revenue service hours major service change criteria. These revenue service hour increases and the populations determined to be impacted by these changes are summarized in Table 5 and are shown in the maps in Figure 5 and Figure 6. Figure 5 also shows the Census Block groups where people of color make up a larger proportion than in the city's overall population. Figure 6 also shows the Census Block groups where people living in low-income households make up a larger proportion than in the city's overall population.

People of color make up 56% of the impacted population. Since the proportion among the impacted population is 7 percentage points lower and not eight or more lower than the citywide proportion (63%), the full route and route segment additions are not found to result in a disparate impact.

People living in low-income households make up 21% of the impacted population. Since the proportion among the impacted population is 6 percentage point higher and not eight or more lower than the citywide proportion (21%), the full route and route segment additions are not found to result in a disproportionate burden.

Table 5: Revenue Service Hour Increases – Proposed Service Cuts Major Service Changes

Route		Revenue Service Hour % Change	Impacted Population (Within 0.25 Miles of a Stop)	% People of Color ¹	% Low-income ¹
21	Hayes Remaining Segment	31%	50,151	56%	27%
Total Impacted Population (within 0.25 Miles) ^{1, 2}			50,151	56%	27%
Citywide Population ¹				63%	21%
Difference in % Points between Impacted & Citywide Populations				-7	+6
Disparate Impact? (For service <u>increases</u> , Yes, if -8 or lower)				No	
Disproportionate Burden? (For service <u>increases</u> , Yes, if -8 or lower)					No

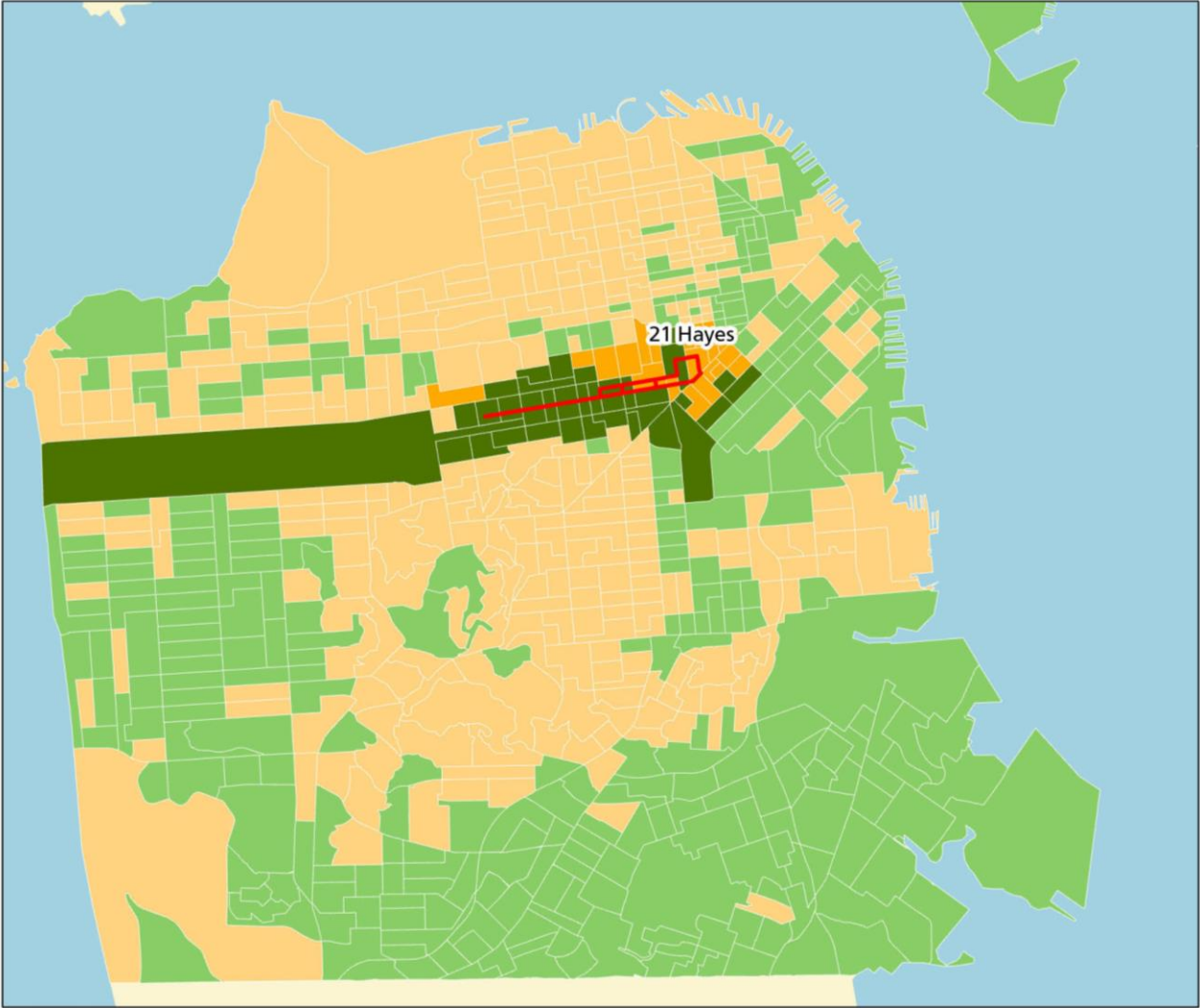
Notes: ¹ Data Source: U.S. Census 2019-2023 American Community Survey 5-year estimates

² Residents are counted in the total impacted population as many times as the number of routes for which they are considered to be in the service area.

Figure 5: Revenue Service Hour Increases – Proposed Service Cuts Major Service Changes & Analysis of Impact on People of Color

LEGEND






-  Routes with Service Hour Increases
-  Non-People of Color & Impacted Block Group
-  People of Color & Impacted Block Group
-  Non-People of Color & Not Impacted Block Group
-  People of Color & Not Impacted Block Group

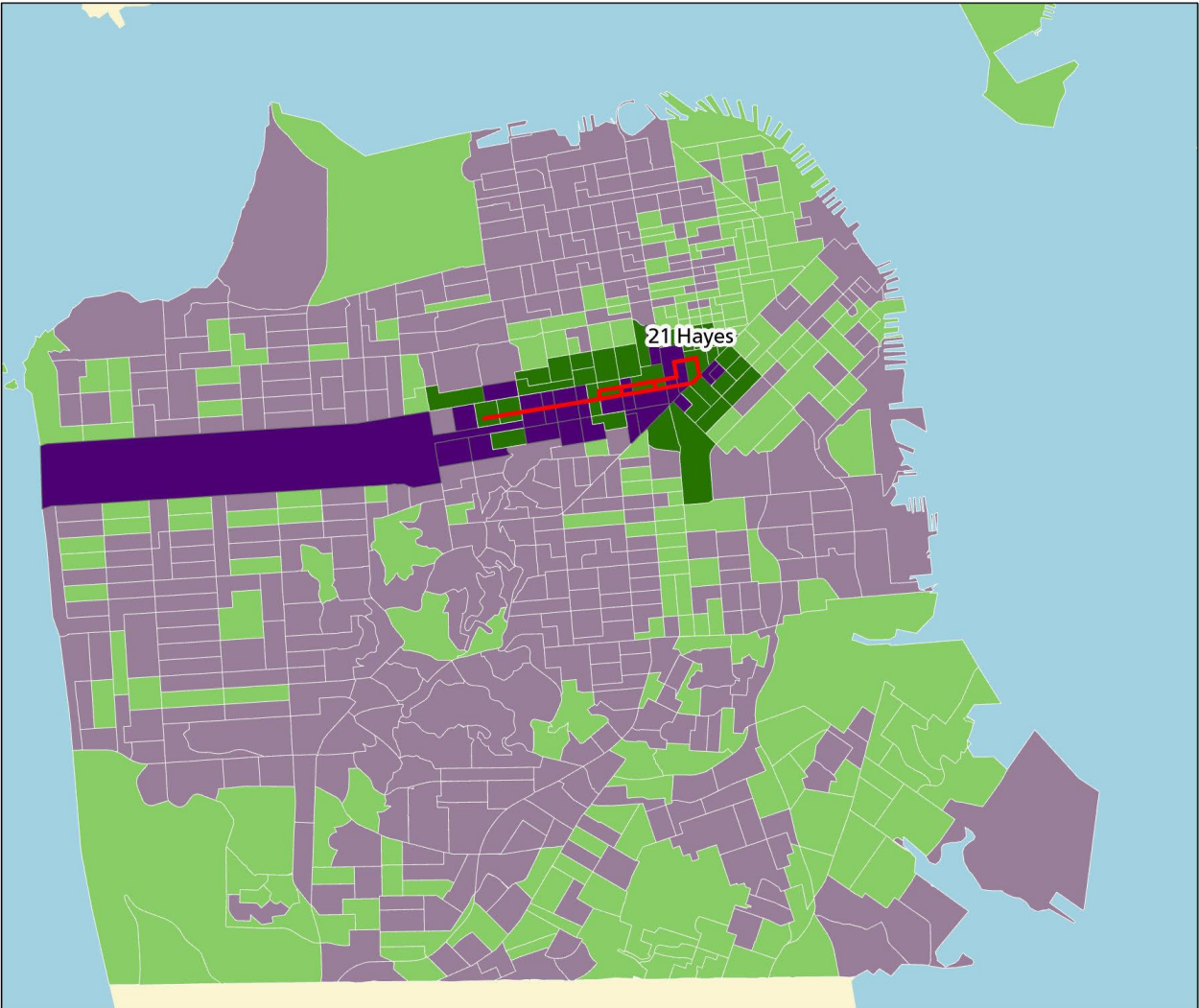


- Notes:
- **People of Color Block Group:** Census Block Group where people of color make up an equal or greater proportion than in the city’s overall population (63%)
 - **Impacted Block Group:** Census Block Group where at least some residents live within the service area (0.25 miles) of a transit stop of a route with the major service change

Figure 6: Revenue Service Hour Increases – Proposed Service Cuts Major Service Changes & Analysis of Impact on Low-income Population

LEGEND

-  Routes with Service Hour Increases
-  Non-Low-Income & Impacted Block Group
-  Low-Income & Impacted Block Group
-  Non-Low-Income & Not Impacted Block Group
-  Low-Income & Not Impacted Block Group



- Notes:
- Low-Income Block Group: Census Block Group where those living in low-income households make up an equal or greater proportion than in the city’s overall population (21%)
 - Impacted Block Group: Census Block Group where at least some residents live within the service area (0.25 miles) of a transit stop of a route with the major service change

E. Summary Analysis and Findings

The current Title VI analysis of the proposed service cuts found that only one of the route and service changes, the route consolidation of the 6 Haight-Parnassus and the 21 Hayes, met the route-level criteria in the Major Service Change Policy. Two route segment removals met the route-level route miles major service change criteria and the net change in service hours met the route-level annual revenue hours major service change criteria. The route-level service span major service change criteria was not met. The Summer 2025 service cuts result in an approximately 2% decrease in systemwide annual revenue service hours, which does not meet the systemwide major service change threshold.

The route-level major service changes were grouped by major service change category (route miles or annual revenue hours) and whether the changes resulted in a service increase or decrease and were then analyzed to determine if each category of changes cumulatively indicated a disparate impact on communities of color or a disproportionate burden on low-income populations.

For major service changes that resulted in service decreases, the proportions of people of color and individuals living in low-income households in the impacted population were not eight or more percentage points higher than the respective proportions of the citywide population.

For major service changes that resulted in service increases, the proportions of people of color and individuals living in low-income households in the impacted population were not eight or more percentage points lower than the respective proportions of the citywide population.

These results indicate that no disparate impact or disproportionate burden was found. These findings are summarized in **Error! Reference source not found.**

Table 6: Summary of Impacted Population and Findings for Service Equity Analysis

Major Service Change Type	% People of Color ¹ (% of impacted population)	Difference from Citywide Population	Disparate Impact?	% Low-income ¹ (% of impacted population)	Difference from Citywide Population	Disproportionate Burden?
Service Decreases (Is Difference from Citywide Population +8 or higher?)						
Route Miles	58%	-5	No	27%	+6	No
Revenue Hours	46%	-17	No	12%	-9	No
Service Increases (Is Difference from Citywide Population -8 or lower?)						
Route Miles	No increases	-	-	-	-	-
Revenue Hours	56%	-7	No	27%	+6	No
Citywide Population ¹	63%			21%		

Note: ¹ Data Source: U.S. Census 2019-2023 American Community Survey 5-year estimates

V. Outreach Summary

Pursuant to Title VI of the Civil Rights Act of 1964 and its implementing regulations, as well as state and local laws, the SFMTA takes responsible steps to ensure meaningful access to the benefits, services, information, and other important portions of SFMTA's programs and activities. These steps are taken for individuals regardless of race, color or national origin, including limited-English proficiency. Given the diversity of San Francisco and of Muni's ridership, the SFMTA is committed to disseminating information that is accessible to individuals who have limited ability to read, write and/or speak English.

SFMTA staff presented to its Board regarding the proposed Muni service cuts and/or alternatives to address \$15 Million of its \$50 Million FY26 budget gap at the following four Board meetings:

- February 4, 2025 (<https://www.sfmta.com/reports/2-4-25-mtab-item-12-2025-summer-service-cut-proposals>): The SFMTA presented three approaches the SFMTA could take to cut 4% of Muni service that would save approximately \$15 Million. The SFMTA Board gave staff direction to explore options that did not include Muni service cuts.
- February 18, 2025 (<https://www.sfmta.com/reports/2-18-25-mtab-item-14-financial-update>): The SFMTA presented second and third options that would save approximately \$15 Million: Agency-wide program and project cuts or Spending reserve funds. The SFMTA Board gave staff direction to explore hybrids of the options presented February 4 and 18 for covering the \$15 Million, with one option being Muni service cuts.
- March 18, 2025 (<https://www.sfmta.com/reports/3-18-25-mtab-item-11-summer-2025-muni-budget-alignment-proposals>): SFMTA staff presented approximately \$7.8 Million in agency-wide program and project cuts that the SFMTA Board expressed an interest in pursuing at its February 18 meeting, and then two options that would save approximately \$7.2 Million: (1) Muni service cuts that mostly focus on taking advantage of the abundant Muni service on Market Street or (2) spending reserve funds. By a majority vote, the SFMTA Board gave direction to staff to move forward with Muni service cuts that would save approximately \$7.8 Million.
- April 1, 2025 (<https://www.sfmta.com/reports/4-1-25-mtab-item-14-summer-2025-service-cuts>): SFMTA staff presented a summary of the Title VI Service Equity Analysis of the approximately \$7.2 Million in proposed Muni service cuts. Staff also sought final Board direction on either bringing the service cuts and the Title VI Service Equity Analysis of the 6 Haight-Parnassus and 21 Hayes route consolidation for future approval or directing staff to seek another option to cover the budget shortfall, such as using the Agency's reserves. By majority vote, the SFMTA Board directed staff to move forward with the final Muni service cuts proposal expected to be implemented June 21, 2025, including the Title VI Service Equity Analysis of the 6 Haight-Parnassus and 21 Hayes route consolidation, for consideration and future approval.

In addition to these four SFMTA Board meetings that were heavily attended by Muni riders and other members of the public who provided extensive feedback during the public comment portions of the meetings, the SFMTA collected feedback on the proposed service cuts through an expansive multilingual public outreach and feedback campaign:

- Hosted a project hotline at 415.646.2005 and MuniCuts@SFMTA.com where we received feedback from over 125 community members in English, Cantonese, Mandarin and Spanish.

- Hosted ten pop-ups at major transit transfer points citywide, and ride-alongs on the 5 Fulton and 9 San Bruno with staff who speak English, Cantonese, Mandarin and Spanish.
- Posted 600+ posters requesting feedback in nine languages (English, Chinese, Spanish, Filipino, Russian, Vietnamese, Korean, Japanese and French). The posters were posted at Muni stops on ten Muni routes that could be impacted by possible service cuts.
- Digital public service announcements, or PSAs, were displayed in transit shelters citywide
- Maintained and updated a project website (<https://www.sfmta.com/projects/summer-2025-muni-service-cuts>).
 - From February 4 through February 25, 2025, the project website featured a video with subtitles and a feedback form to collect feedback in English, Chinese, Spanish and Filipino.
 - 2,499 responses were received in English, Chinese, Spanish and Filipino through the feedback form.
 - Throughout, the project website included information on how to provide feedback via a project hotline with free language service, a dedicated email or by attending the SFMTA Board of Directors' meetings.
- Email and text messages in nine languages (English, Chinese, Spanish, Filipino, Russian, Vietnamese, Korean, Japanese and French) were sent to Muni Alerts subscribers and community-based organizations offering briefings.
- Ad buy on Instagram and Facebook from March 11-17 in English, Chinese, Spanish and Filipino with a reach of over 120,000.
- Presentations were made to the SFMTA Citizens' Advisory Council on February 6 and March 6, and to the Muni Equity Working Group on January 23 and February 11.

The public feedback that was collected following the SFMTA Board meeting on February 4, 2025, informed the service plan proposal that was presented at the Board meeting on March 18, 2025. Overwhelmingly, the feedback collected stated to not cut Muni service. If cuts were necessary, there was no consensus on whether to prioritize maintaining frequency or connections. The ultimate service plan that was brought to the March 18 and April 1, 2025, Board meetings and that is being analyzed in this Title VI Service Equity analysis aims to maintain frequencies and connections as much as possible. This service plan is mostly focused on taking advantage of the abundant service on Market Street. The final proposed service plan being analyzed in this Title VI analysis will result in a smaller service cut, approximately 2% systemwide, than the 4% service reduction that was first presented to the SFMTA Board in February 2025.

VI. Summary

Based on the Title VI Service Equity Analysis conducted. The only service change of the proposed service cuts expected to be implemented June 21, 2025, that meets the agency's definition of a major service change is the route consolidation of the 6 Haight-Parnassus and 21 Hayes. The Title VI analysis of the route consolidation found that the change does not result in a disparate impact on communities of color or a disproportionate burden on low-income communities.