

THIS PRINT COVERS CALENDAR ITEM NO.: 12

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Transit Services

BRIEF DESCRIPTION:

Authorizing the Director of Transportation to implement an extension in daily service hours for portions of the 44 O'Shaughnessy and 48 Quintara-24th Street routes during the Owl time period and approving the SFMTA's Title VI Service Equity Analysis of this service change.

SUMMARY:

- The SFMTA's Muni Owl Network, which provides late night transit service, operates every 30 minutes and is within a half mile walk of most homes. However, the existing network has some with gaps in service that require residents to walk more than half a mile to an Owl bus stop.
- To address this issue, SFMTA proposes to implement Owl Service on portions of the 44 O'Shaughnessy and 48 Quintara-24th Street Owl routes. These portions of the existing routes are proposed to extend service 24 hours a day, 7 days a week with Owl service from midnight to 5:00 a.m. every 30 minutes as provided on other routes within the existing Owl Network.
- In 2014, the SFMTA received a Lifeline Transportation Program grant to fund the implementation of these transit routes. The grant will also fund 25 Owl service improvements and other overall service reliability enhancements for all night service. The proposed extension represents an increase in daily service hours of more than three hours, which meets SFMTA's definition of a major service change and requires a Title VI service equity analysis. The analysis found that the extension in daily span of service along the proposed portions of these routes will not result in a disparate impact to minority communities or a disproportionate burden to low-income communities.
- This service will start April 23, 2016 with the spring 2016 Service Improvements.
- The proposed action is the Approval Action as defined by the San Francisco Administrative Code Chapter 31.

ENCLOSURES:

1. SFMTA Board Resolution
2. Title VI Analysis
3. <https://aca.accela.com/ccsf/Cap/CapDetail.aspx?Module=Planning&TabName=Planning&capID1=16CAP&capID2=00000&capID3=0031E&agencyCode=CCSF> (CEQA Determination)

APPROVALS:

DATE

DIRECTOR _____ 4/11/16

SECRETARY R. Boomer _____ 4/11/16

ASSIGNED SFMTAB CALENDAR DATE: April 19, 2016

PURPOSE

The San Francisco Municipal Transportation Agency (SFMTA) Board of Directors authorizes the Director of Transportation to implement an extension in daily service hours for portions of the 44 O'Shaughnessy and 48 Quintara-24th Street routes during the Owl time period and approves the SFMTA's Title VI Service Equity Analysis of this service change.

GOAL

This action supports the following SFMTA Strategic Plan Goal and Objectives:

Goal 1: Create a safer transportation experience for everyone

Objective 1.3: Improve the safety of the transportation system.

Goal 2: Make transit, walking, bicycling, taxi, ridesharing and carsharing the preferred means of travel

Objective 2.2: Improve transit performance.

Objective 2.3: Increase use of all non-private auto modes

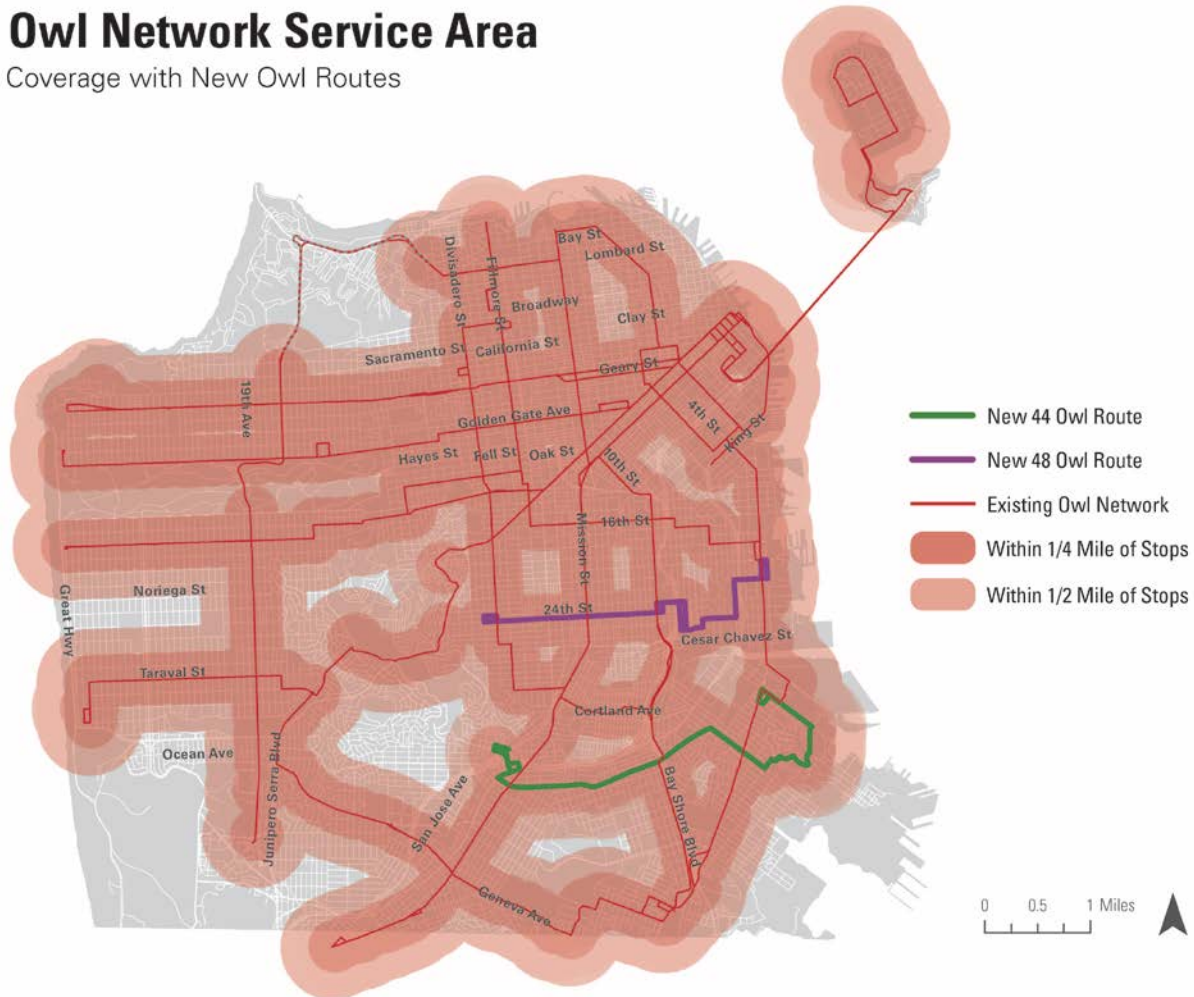
DESCRIPTION

The SFMTA's Muni system includes a dense network of transit service and generous service standards designed to enable people to live and work in San Francisco with minimal need for a private automobile. Most residents live within a quarter mile of a transit stop and the majority of SFMTA's service operates at least 18 hours per day.

The Muni system also includes an "Owl Network" consisting of ten routes that operate 24 hours a day. Owl service provides critical access to transit-dependent customers traveling between midnight and 5:00 am. Low-income customers in particular depend on the Owl Network as they are more likely to be employed in service-oriented and industrial jobs, with late night or early morning start and end times. Approximately 64% of Owl customers self-identify as minority and 60% come from households making less than 200% of the Federal poverty level. In comparison to systemwide demographics, 58% of Muni customers self-identify as minority and 51% come from households making less than 200% of the Federal poverty level. (Muni On-Board Survey, 2014). In comparison to citywide demographics, 51% of residents self-identify as minority and 28% come from households making less than 200% of the Federal poverty level. (U.S. Census, 2014 American Community Survey).

Owl Network Service Area

Coverage with New Owl Routes



In many parts of the City, residents can access the Owl Network by walking less than half a mile to a bus stop. Additionally, SFMTA’s policy allows customers to request a drop off anywhere along a route after 8:00 pm, however there are still gaps in the Owl Network that require some customers to walk longer distances. Key gaps in service were found to exist in the Metropolitan Transportation Commission’s (MTC) identified communities of concern, such as the Mission/Potrero neighborhoods, including Potrero Terrace public housing, as well as portions of the Bayview/Hunters Point neighborhoods, including Hunters View and Alice Griffith public housing.

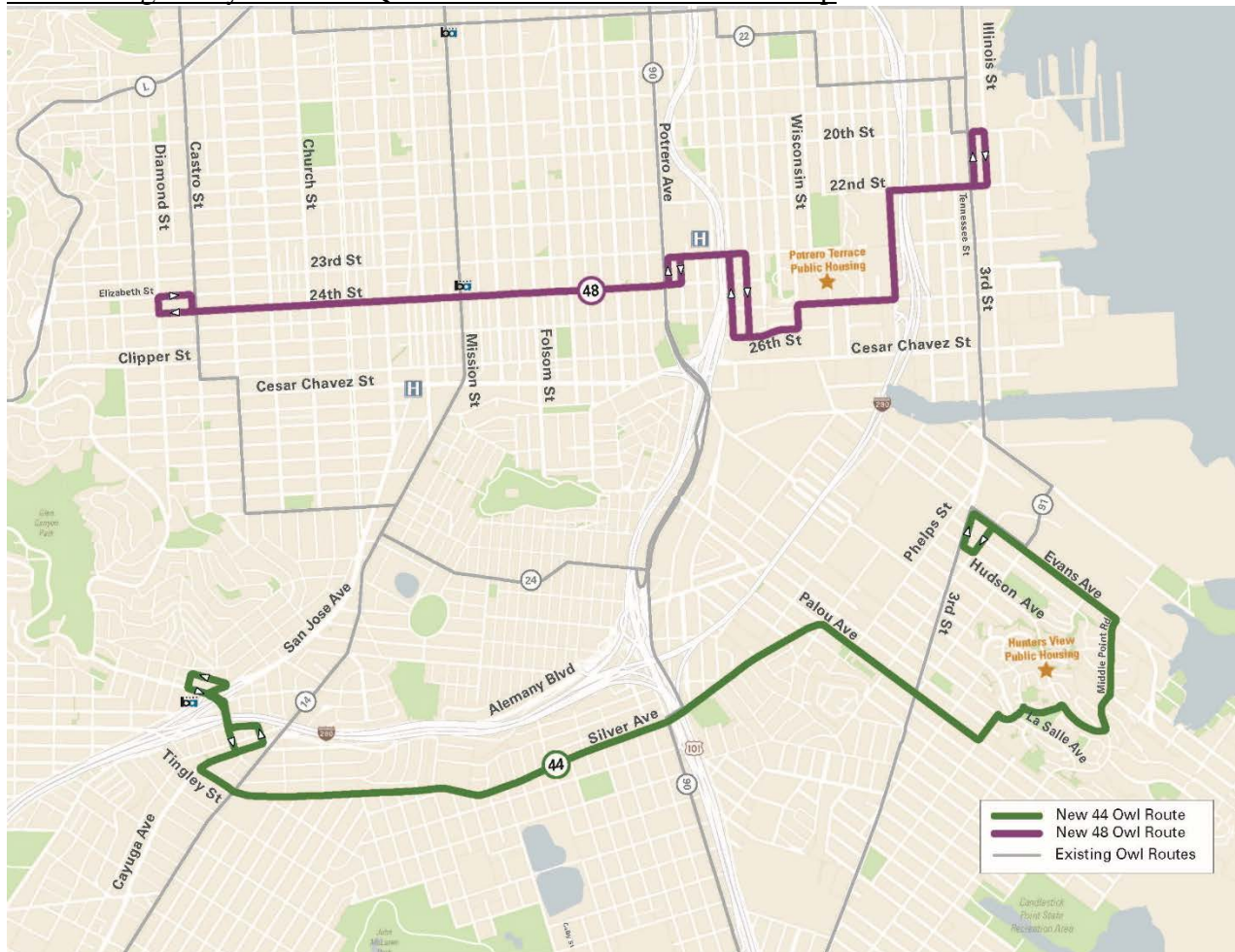
To address this service gap the SFMTA proposes to expand service along portions of the 44 O’Shaughnessy and 48 Quintara-24th Street transit routes which both run through these identified communities of concern. Due to demographic and rider characteristics of the neighborhoods covered by these routes, these two neighborhoods would benefit more than others with increased overnight transit service. Both of these routes will be incorporated into the existing Muni Owl Network and will provide service every 30 minutes. In 2014, the SFMTA received a Lifeline Transportation Program (LTP) grant from the MTC to fund this service increase. This grant will also fund improvements to the 25 Treasure Island Owl frequency (45 min to 30 min), as well as running time adjustments to enhance reliability for the late-night service network as a whole. These changes are relatively minor and do not require SFMTA Board approval, as they do not meet the definition of a major service change. Implementation of the 44 O’Shaughnessy and 48 Quintara-24th Street Owl routes will become effective April 23, 2016 in conjunction with the spring 2016

service improvements.

Below summarizes the proposed changes in the daily service hours and the portions of existing transit service for the two lines that will be added to the Owl Network beginning April 23, 2016:

Route	Current Daily Span	Proposed Additional Daily Span	Route Portion of Service
44 O’Shaughnessy	5:00 AM-12:30AM	12:30 AM- 5:00 AM	Glen Park BART Station to Evans Ave & 3 rd St.
48 Quintara-24th Street	6:00 AM-11:30 PM	12:00 AM- 6:00 AM	24 th St. & Castro St. to 3 rd St. & 22 nd St.

44 O’Shaughnessy Owl & 48 Quintara-24th Street Owl Route Map



The proposed new Owl routes follow a portion of the routes of the two transit routes existing daytime service. The Eastern terminals for each route do not change from their current locations. The Western terminal of the 44 O’Shaughnessy Owl route requires rerouting on Wilder Street, Arlington Street, and Diamond Street. The Western terminal of the 48 Quintara-24th Street Owl route requires rerouting on Elizabeth Street, Diamond Street and Castro Street. SFMTA evaluated the new routing patterns for each route and concluded that changes did not require any new transit

engineering treatments.

TITLE VI ANALYSIS

Under SFMTA’s Major Service Change Policy, the proposed change constitutes a major service change because it is more than a 3 hour increase in daily service hours. Any major service change requires a Title VI service equity analysis. 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. In accordance with FTA’s Title VI requirements and SFMTA’s Major Service Change Policy, SFMTA performed a Title VI service equity analysis for the proposed extension in service hours needed to add portions of two transit routes -- the 44 O’Shaughnessy and 48 Quintara-24th Street --to Muni’s Owl Network. The Title VI analysis evaluates the service change to determine if the proposed new service has a disparate impact on minority populations or a disproportionate burden on low-income populations. The full Title VI analysis is provided as Appendix A. Pursuant to FTA requirements, the SFMTA Board is required to approve the Title VI analysis.

On-board customer survey data from the most recent 2013-14 On-Board Customer Survey was used to analyze the proposed Owl routes impact on existing ridership. Since the Owl service will operate on only a portion of the daytime routes, U.S. Census, 2014 American Community Survey (2014 ACS) data was also used to analyze the proposed routes impact on the population of their service area. Based on the 2013-14 On-Board Customer Survey, 58% of riders systemwide self-identified as minority and 51% of riders live in low income households. Based on 2014 ACS data, 51% of San Francisco residents self-identify as minority and 28% live in low-income households. Analyzing riders impacted by the proposed service change from the 2013-14 On-board Customer Survey, 71% of riders of these routes self-identify as minority and 62% live in low income households. Analyzing the population of the service area impacted by the proposed service change using 2014 ACS data, 53% of the population self-identified as minority and 26% live in low income households.

	2013-2014 On-Board Survey	2013-2014 On-Board Survey	2014 ACS Data	2014 ACS Data
Percent Impacted	Systemwide	Impacted Riders	Citywide	Impacted Population
% Minority	58%	71%	51%	53%
Disparate Impact?		No		No
% Low Income Households	51%	62%	28%	26%
Disproportionate Burden?		No		No

Note: based on the census analysis, the proposed changes have a slightly lower benefit to low income households compared to citywide households but still well within the SFMTA Board’s adopted disproportionate burden threshold of 8%.

As a result, the proposed expansion of daily service hours during the Owl period has a higher benefit to customers who self-identify as minority than the systemwide ridership and city wide population. Additionally the service change has a higher benefit to customers from low income households than the systemwide ridership and slightly lower benefit to low income households compared to citywide households but still within the SFMTA Board's adopted disproportionate burden threshold of 8%. As a result, the Title VI analysis did not find a disparate impact or disproportionate burden.

PUBLIC OUTREACH

The package of Lifeline grant improvements, including the proposed new Owl service, were presented to the Late Night Transportation Task Force in 2014. This Task Force was convened by the San Francisco Board of Supervisors and identified a need to improve late night service for key neighborhoods. Members of the Task Force submitted letters of support, which helped secure funding for this work.

The proposals were also presented to and received positive feedback from the Muni Equity Task Force, the SFMTA Citizens' Advisory Council and Multimodal Accessibility Advisory Committee and the Executive Board of the Transit Riders Union. The proposals are included in the SFMTA's Muni Service Equity Policy, which analyzed transit needs in the Inner Mission and Bayview neighborhoods.

Multilingual notices on the service were sent to all addresses along the new service area advertising the service and directing residents to the SFMTA website for more information. The website also includes information about the SFMTA Board meeting on April 19th for public comment. The website was also promoted through social media developed by the SFMTA. Additionally, street teams have been out in the system during the evenings handing out flyers and talking to customers. The feedback provided by customers on the bus has been very positive. To date, no written comments have been received.

ALTERNATIVES CONSIDERED

Other alternatives to address this issue were considered, however closing service gaps and expanding coverage of the existing Owl network was found to be the most valuable option both to the existing Owl Network and to Muni customers.

FUNDING IMPACT

The expanded service hours in the Owl time period on the 44 and 48 routes will cost approximately \$1.7 million per year. Eighty percent of this cost is covered by the Lifeline Transportation Grant, the remaining \$350,000 is already programmed into the existing service budget, as part of the last service increase in FY15. Grant funds have been identified for up to 21 months of service. At the time that the funds are exhausted, we could apply for a second round, absorb into the operating budget or discontinue the service.

PUBLIC NOTICE

Charter Section 16.112 requires published notice and a public hearing prior to 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, advertisements were placed on April 7, 2016 in the City's official newspaper, the San Francisco Chronicle, for five days to provide notice of the public hearing. In addition to the required legal notice, information about the hearing was posted on the SFMTA website in nine languages to reach customers with Limited English Proficiency.

ENVIRONMENTAL REVIEW

The proposed Owl service expansion for transit routes 44 and 48 is subject to the California Environmental Quality Act (CEQA). CEQA provides an exemption from environmental review for the institution or increase of passenger or commuter services on rail or highway rights-of-way already in use as defined in Title 14 of the California Code of Regulations Section 21080(b)(10).

On March 24, 2016, the Planning Department, determined (Case Number 2016-003938ENV) that the Owl service expansion for routes 44 and 48 is exempt from environmental review under the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations Section 21080(b)(10). The Planning Department's determination is on file with the Secretary to the SFMTA Board of Directors and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco, and is incorporated herein by reference. The proposed action is the Approval Action as defined by the San Francisco Administrative Code Chapter 31.

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

RECOMMENDATION

The San Francisco Municipal Transportation Agency (SFMTA) Board of Directors authorizes the Director of Transportation to implement an extension in daily service hours for portions of the 44 O'Shaughnessy and 48 Quintara-24th Street routes during the Owl time period and approves the SFMTA's Title VI Service Equity Analysis of this service change.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The SFMTA has a dense network of transit service including an expansive Owl Network that operates every 30 minutes per route and connects most residents to a bus stop within a half mile walk; and,

WHEREAS, SFMTA has identified service gaps within the existing Owl Network, particularly in communities of concern including the Mission/Potrero and Bayview/Hunters Point neighborhoods; and,

WHEREAS, SFMTA proposes to expand daily service hours in the Owl time period for portions of the existing 44 O'Shaughnessy and 48 Quintara-24th Street transit routes to improve service to the communities near the service change; and,

WHEREAS, SFMTA received a 2014 Lifeline Transportation Program grant to fund the eighty percent of the costs of this service change; 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," the SFMTA has analyzed the impacts of the proposed service change to expand the daily service hours for portions of the 44 O'Shaughnessy and 48 Quintara-24th Street transit lines in the Owl Period on minority and low-income communities in San Francisco and has determined that it does not create a disparate impact on minority communities or a disproportionate burden on low income communities under Title VI; and,

WHEREAS, The proposed expansion in daily service hours for portions of the 44 O'Shaughnessy and 48 Quintara-24th Street transit lines during the Owl time period are subject to the California Environmental Quality Act (CEQA); and,

WHEREAS, On March 24, 2016, the Planning Department, determined (Case Number 2016-003938ENV) that the expansion in daily service hours for portions of the 44 O'Shaughnessy and 48 Quintara-24th Street transit lines in the Owl Period are exempt from environmental review under the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations Section 21080(b)(10), an exemption from environmental review for the institution or increase of passenger or commuter services on rail or highway rights-of-way already in use; the proposed action is the Approval Action as defined by S.F. Administrative Code Chapter 31; 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 at 1650 Mission Street in San Francisco, and are incorporated herein by reference; and,

WHEREAS, A copy of the San Francisco Planning Department's CEQA determinations are on file with the Secretary to the SFMTA Board of Directors.

WHEREAS, Pursuant to Charter Section 16.112, advertisements were placed in the City's official newspaper for a five-day period, more than the minimum 72 hours required, that the Board of Directors would hold a public hearing on April 19, 2016, to consider the extensions in daily transit service hours on two transit lines – the 44 O'Shaughnessy and 48 Quintara-24th Street; and therefore be it

RESOLVED, That the SFMTA Board approves the implementation of an extensions in daily service hours for portions of 44 O'Shaughnessy and 48 Quintara-24th Street during the Owl time period; and it be further

RESOLVED, That the SFMTA Board approves the Title VI service equity analysis of the impacts of the increase in service hours for portions of 44 O'Shaughnessy and 48 Quintara-24th Street during the Owl time period on minority and low-income communities in San Francisco which determined that there is no disparate impact to minority populations or disproportionate burden to low-income populations under Title VI.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of April 19, 2016.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

Enclosure 2

**TITLE VI SERVICE EQUITY ANALYSIS
OF
44 O'SHAUGHNESSY &
48 QUINTARA-24TH STREET
OWL SERVICE**

March 11, 2016

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I. Background

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 analysis within this document responds to the reporting requirements contained in the Federal Transit Administration's (FTA) Circular 4702.1B, "Title VI and Title VI-Dependent Guidelines," which provides guidance to transit agencies serving large urbanized areas and requires that these agencies "shall evaluate significant system-wide service and fare changes and proposed improvements at the planning and programming stages to determine whether these changes have a discriminatory impact." (Circular 4702.1B, Chapter IV-10) The FTA requires that transit providers evaluate the effects of service and fare changes on low-income populations in addition to Title VI-protected populations.

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 running 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 day and serving over 220 million customers a year. 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. Muni provides one of the highest levels of service per capita with 63 bus routes, seven light rail lines, the historic streetcar line, and three cable car lines 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 document includes:

- A description of the daily service hours increase and background on why the changes are being proposed;
- An analysis based on On Board Survey and U.S. Census data to determine the number and percent of minority and low-income residents impacted by the proposal;
- A summary of public outreach and engagement efforts to support this proposal.

II. SFMTA's Title VI-related Policies and 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 minority and/or low-income populations and when alternatives need to be considered or impacts mitigated.

In response to Circular 4702.1B, SFMTA developed the following 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 low income and minority communities. The following are SFMTA's Major Service Change Policy, Disparate Impact Policy, and Disproportionate Burden Policy:

Major Service Change Policy

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 result in any of the following:

- A schedule change (or series of changes) resulting in a system-wide change in annual revenue hours of five percent or more proposed 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.

Disparate Impact Policy

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.

Disproportionate Burden Policy

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.

Title VI also requires that positive changes, such as fare reductions and major service improvements, be evaluated for their effect on minority and low-income communities. SFMTA will evaluate positive impact proposals together and negative impact proposals together.

Adverse Effect

In addition to defining policies relating to Major Service Changes, Disparate Impact, and Disproportionate Burden, 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 Title VI analysis, an adverse effect may be deemed significant in accordance with SFMTA’s Major Service Change definition and must negatively impact minority and 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.

Definition of Minority

For the purpose of the Title VI analysis, “minority” is defined as a person who self-identifies as any race/ethnicity other than white. Minority includes those self-identifying as multi-racial including white.

Definition of Low Income

SFMTA defines low income as a person self-reporting their household income at below 200% of the 2015 Federal poverty level. The table below shows the 2015 household income levels meeting the 200% Federal poverty level threshold. This definition of low income matches SFMTA’s criteria for Lifeline Muni passes for low-income households in San Francisco.

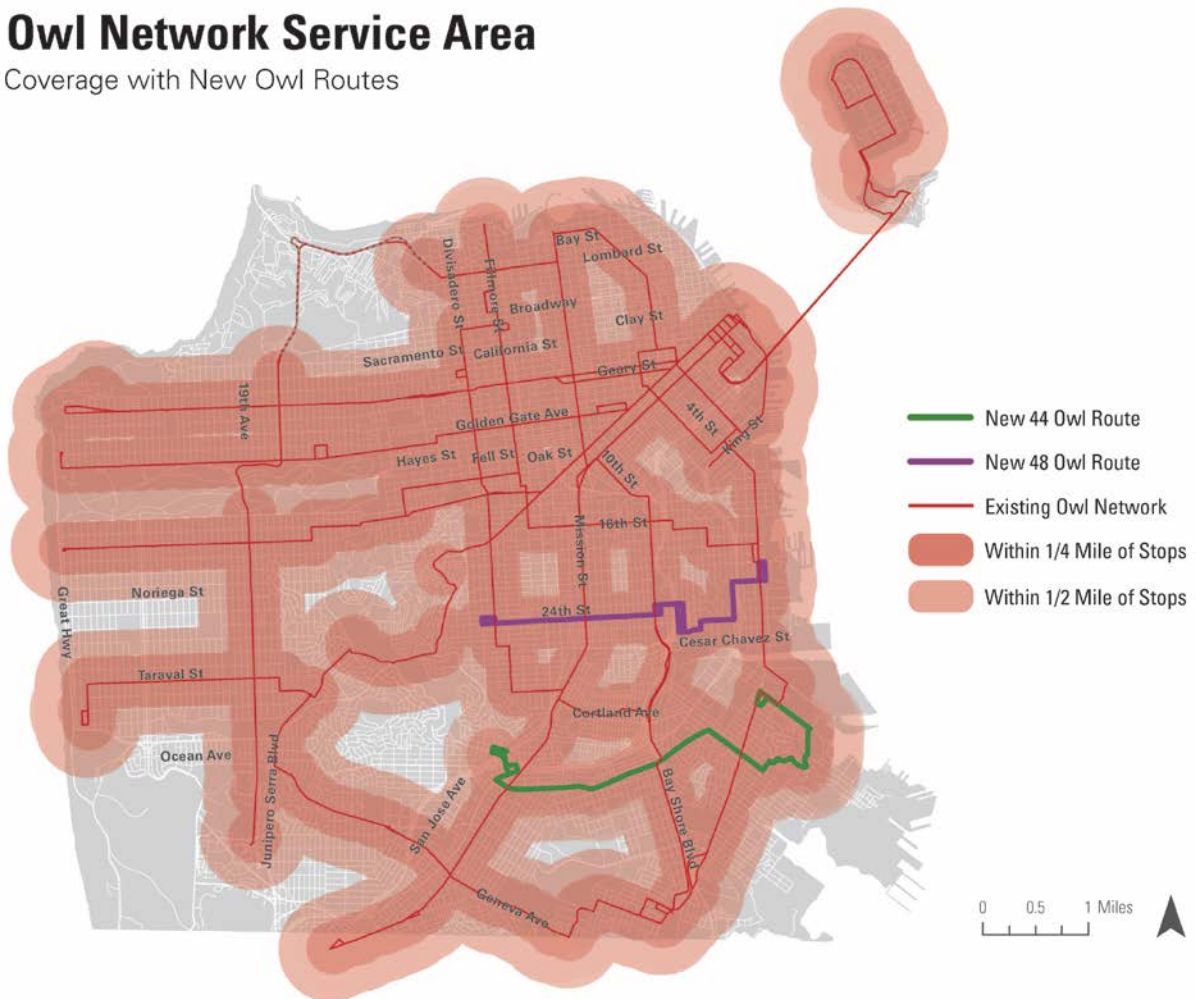
Household Size	Household Income 200% of the 2015 Federal Poverty Level
1	\$23,540
2	\$31,860
3	\$40,180
4	\$48,500
5	\$56,820
6	\$65,140
7	\$73,460
8	\$81,780
For each additional person, add:	\$8,320

III. Proposed New Owl Routes

The SFMTA’s Muni system includes a dense network of transit service and generous service standards designed to enable people to live and work in San Francisco with minimal access to private automobiles. Most residents are within a quarter mile of a transit stop and the majority of our service operates at least 18 hours per day. The Muni system also includes an “Owl Network” consisting of 10 routes that operate 24 hours a day. “Owl” service provides critical access to transit-dependent customers traveling between midnight and 5 am. Low-income customers in particular depend on the Owl Network as they are more likely to be employed in service-oriented and industrial jobs, with late night or early morning start and end times. Approximately 60% of Owl customers come from households making less than 200% of the Federal poverty level and 64% self-identify as minority (Muni On-Board Survey, 2014). The existing Owl Network is faced with several challenges, one of which is lack of coverage.

Owl Network Service Area

Coverage with New Owl Routes

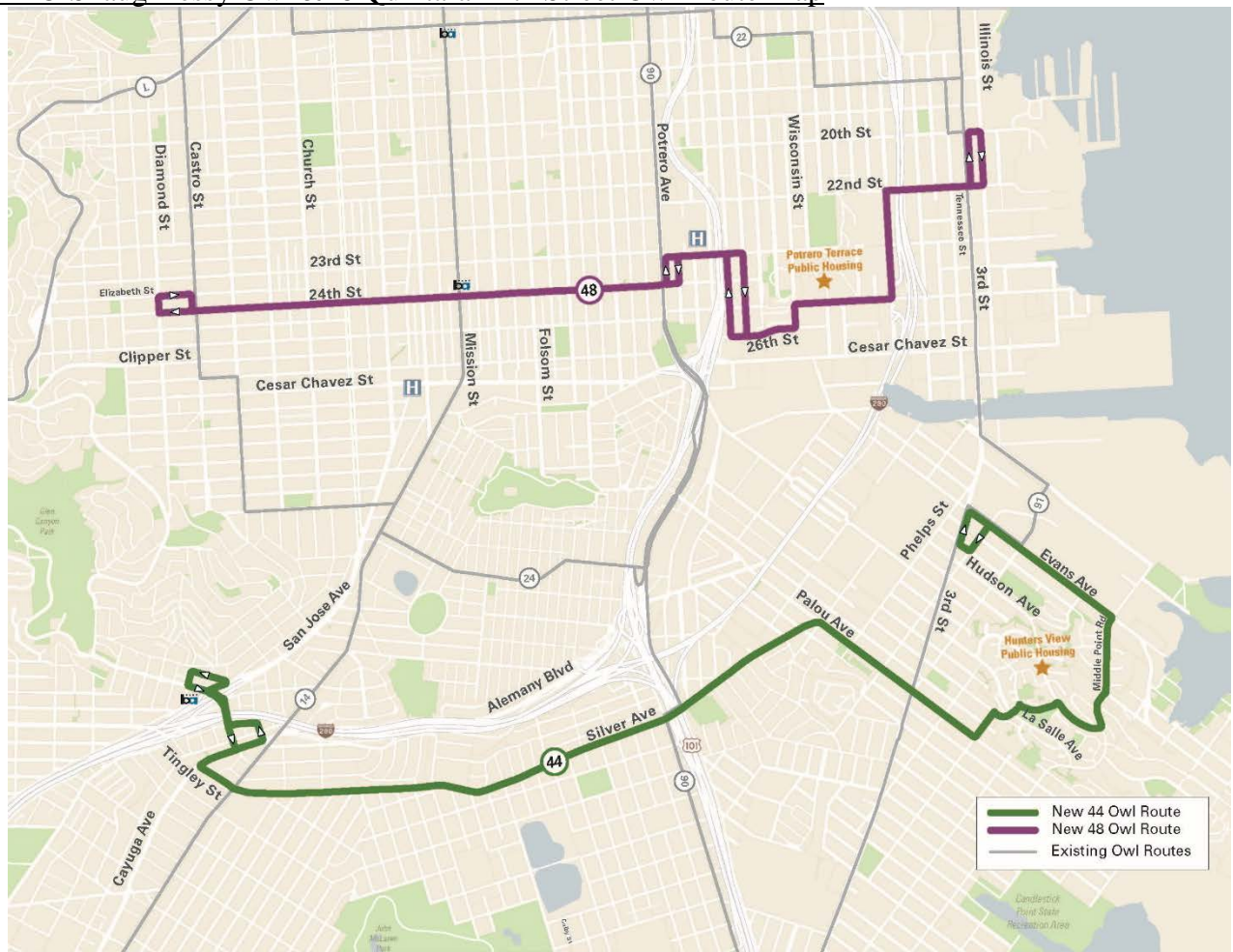


In many parts of the City, residents can access the Owl Network by walking less than half a mile to a bus stop. Additionally, SFMTA's policy allows customers to request a drop off anywhere along a route after 8:00 pm, however there are still gaps in the Owl Network that require some customers to walk longer distances. Key gaps in service were found to exist in the Metropolitan Transportation Commission's (MTC) identified communities of concern, such as the Mission/Potrero neighborhoods, including Potrero Terrace public housing, as well as portions of the Bayview/Hunters Point neighborhoods, including Hunters View and Alice Griffith public housing. To address this service gap the SFMTA proposes to expand service along portions of the 44 O'Shaughnessy and 48 Quintara-24th Street transit routes which both run through these identified communities of concern. Due to demographic and rider characteristics of the neighborhoods covered by these routes, these two neighborhoods would benefit more than others with increased overnight transit service. Both of these routes will be incorporated into the existing Muni Owl Network and will provide service every 30 minutes. In 2014, the SFMTA received a Lifeline Transportation Program (LTP) grant from the MTC to fund this service increase. This grant will also fund 25 Owl improvements and other service reliability enhancements that benefit the late-night service network as a whole. Implementation of the 44 O'Shaughnessy and 48 Quintara-24th Street Owl routes will become effective April 23, 2016 in conjunction with the Spring 2016 Service Improvements.

Below summarizes the proposed changes in the daily service hours and the portions of existing transit service for the two lines that will be added to the Owl Network beginning April 23, 2016:

Route	Current Daily Span	Proposed Additional Daily Span	Route Portion of Service
44 O'Shaughnessy	5:00 AM-12:30AM	12:30 AM- 5:00 AM	Glen Park BART Station to Evans Ave & 3 rd St.
48 Quintara-24th Street	6:00 AM-11:30 PM	12:00 AM- 6:00 AM	24 th St. & Castro St. to 3 rd St. & 22 nd St.

44 O'Shaughnessy Owl & 48 Quintara-24th Street Owl Route Map



IV. Change in Daily Service Hours Title VI Analysis

Launching the proposed 44 O'Shaughnessy Owl and 48 Quintara-24th Street Owl routes triggers criteria in SFMTA's Major Service Change definition:

- The daily span of service on the route is changed three hours or more

Methodology

The SFMTA relies on customer on-board survey data for service change analyses by using the route's ridership demographics. However, since the Owl service will operate on only a portion of the daytime routes, U.S. Census, 2014 American Community Survey 5-Year Estimates (2014 ACS) data was also used to analyze the impact of the proposed routes on the population of the routes' service area.

Impacted Ridership Analysis

The customer on-board survey data collects the respondent's demographic data including race/ethnicity and household income by route. This information is used to assess the impacts of the service change proposal by comparing the route's ridership demographic data to the systemwide ridership demographic data. The comparison determines if the change has a disparate impact on minority populations or disproportionate burden on low income households. The most recent data comes from the 2013-14 Customer On-Board Survey. For the systemwide demographic data, 58% of survey respondents self-identified as minority and 51% of respondents reported that they live in a low income household.

2013-14 SFMTA On-Board Customer Survey

- Percent Minority Residents: 58%
- Percent Low Income Residents: 51%

Impacted Population Analysis

The impacted population for this analysis was determined by the service area of these routes and boundaries of the service areas were defined using census block groups. Ethnicity/race and household income data from the 2014 ACS was gathered to assess impacts to minority and low income household populations at the block group level.

To determine which block groups were included in the service areas of these routes, the proposed Owl routes were first mapped. All block groups within a quarter mile of the existing 44 O'Shaughnessy and 48 Quintara-24th Street route stops were selected. The block groups selected were then grouped together to make up the service area for each route and demographic data within these block groups was analyzed. The total number of minority and low income households within the block groups of the service area was then totaled and compared to the citywide total numbers. This comparison was used to determine if this expansion in daily span of service had a disparate impact on the minority population or disproportionate burden on low income households living within a quarter mile of the routes compared to the city's proportion.

For the citywide demographic data, 51% of San Francisco residents self-identified as minority and 28% of residents reported that they live in a low income household (making less than 200% of the Federal poverty level).

2014 U.S. Census American Community Survey 5-Year Data

- Percent Minority Residents: 51%
- Percent Low Income Residents: 28%

To determine if the service change has a disparate impact or disproportionate burden, both the proportions of impacted ridership and impacted population of minority and low income households were compared to the systemwide and citywide totals. A disparate impact or disproportionate burden is found if the difference in the proportion of minority or low income households affected is not within 8% of the proportions systemwide or citywide. In addition, this service change is an increase in service so a difference of more than 8% would mean a higher benefit to minority and low income household ridership or population. Since this proposed daily span in service included two routes, the totals were calculated separately and then aggregated to calculate the minority population and low income households impacted by this service change for both impacted ridership and impacted population.

Disparate Impact Analysis for Minority Populations

Customer survey on-board data shows riders who self-identify as minority make up 71% of riders on both these routes compared to 58% systemwide.

Impacted Ridership

Route	Total Ridership	Minority Ridership	Non-Minority Ridership	% Minority	% Non-Minority
44 O'Shaughnessy Owl	16,400	12,300	4,100	75%	25%
48 Quintara-24th Street Owl	8,100	5,100	3,000	63%	37%
Total	24,500	17,400	7,100	71%	29%
Systemwide				58%	42%
Disparate Impact?	No				

Source: 2013-14 SFMTA On-Board Customer Survey

Additionally, based on the analysis of Census Block Groups within a quarter of a mile of the routes, over 129,600 people benefit from the proposed service changes and almost 69,000 of the total self-identified as a minority on the 2014 ACS or 53%.

Impacted Population

Route	Total Population	Minority Population	Non-Minority Population	% Minority	% Non-Minority
44 O'Shaughnessy Owl	69,188	48,052	21,136	69%	31%
48 Quintara/24 th Street Owl	60,503	20,874	39,629	35%	65%
Total	129,691	68,926	60,765	53%	47%
Citywide				51%	49%
Disparate Impact?	No				

Source: U.S. Census Bureau 2014 American Community Survey 5-year estimates

As a result of both of these analyses, the proposed route provides a higher benefit to minority populations in comparison to the systemwide/citywide proportions. Looking both at impacted ridership and populations, the aggregate percentage of minorities impacted for these routes is within 8% or more of the systemwide/citywide percentage of minorities and therefore no disparate impact is found.

The following maps show the minority population analysis at the Census Block Group level for the routes' service areas. Those labeled Minority Census Block Groups are block groups in the route's service area that exceed the citywide minority population proportions.

44 O'Shaughnessy Owl Service

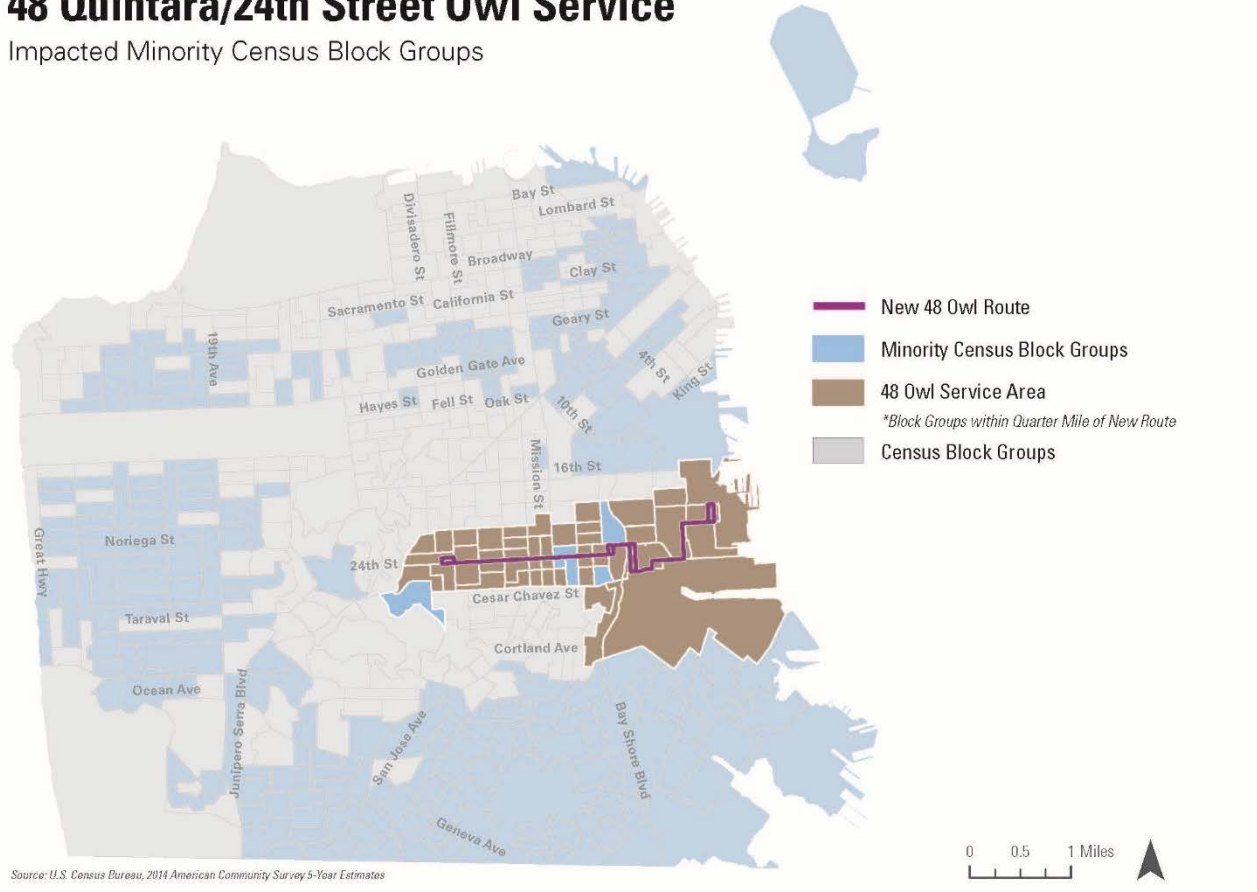
Impacted Minority Census Block Groups



Source: U.S. Census Bureau, 2014 American Community Survey 5-Year Estimates

48 Quintara/24th Street Owl Service

Impacted Minority Census Block Groups



Source: U.S. Census Bureau, 2014 American Community Survey 5-Year Estimates

Disproportionate Burden Analysis on Low-Income Populations

Customer survey data shows riders who live in low income households make up 62% of riders on both these routes compared to 51% systemwide.

Impacted Ridership

Route	Total Households	Low Income Households	Non-Low Income Households	% Low Income	% Non-Low Income
44 O’Shaughnessy Owl	16,400	10,500	5,900	64%	36%
48 Quintara/24 th Street Owl	8,100	4,700	3,400	58%	42%
Total	24,500	15,200	9,300	62%	38%
Systemwide				51%	49%
Disproportionate Burden?	No				

Source: 2013-2014 SFMTA On-Board Customer Survey

Additionally, based on the analysis of Census Block Groups within a quarter of a mile of the routes, over 45,600 households will benefit from the proposed service changes and over 11,800 households reported household incomes below 200% of the federal poverty level or 26% of the total. Based on 2014 ACS, 28% of San Francisco’s households are low-income.

Impacted Population

Route	Total Households	Low Income Households	Non-Low Income Households	% Low Income	% Non-Low Income
44 O’Shaughnessy Owl	21,169	7,273	13,896	34%	66%
48 Quintara/24 th Street Owl	24,507	4,596	19,911	19%	81%
Total	45,676	11,869	33,807	26%	74%
Citywide				28%	72%
Disproportionate Burden?	No				

Source: U.S. Census Bureau 2014 American Community Survey 5-year estimates

Note: based on the census analysis, the proposed changes have a slightly lower benefit to low income households compared to citywide households but still within the SFMTA Board’s adopted disproportionate burden threshold of 8%.

As a result of the impacted ridership analysis, the proposed route provides a higher benefit to low income household riders in comparison to the systemwide proportions. As a result of the impacted population analysis, the proposed route provides a slightly lower benefit to low income households in comparison to the citywide proportions but still within the SFMTA Board’s adopted disproportionate burden threshold of 8%. Looking both at impacted low income household ridership and populations, no disproportionate burden is found.

The following maps show the income analysis at the Census Block Group level for the routes’ service areas. Those labeled Low Income Census Block Groups are block groups in the route’s service area that exceed the citywide low income household proportions.

44 O'Shaughnessy Owl Service

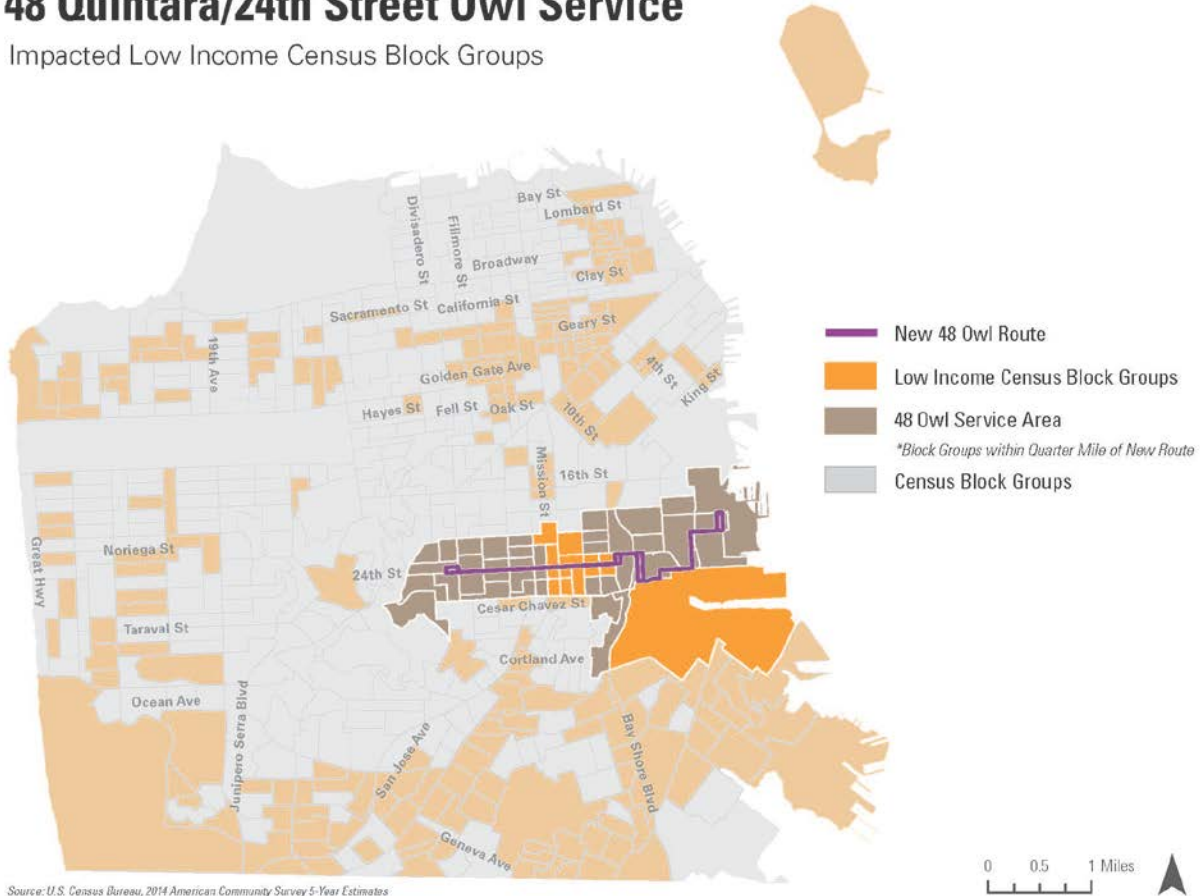
Impacted Low Income Census Block Groups



Source: U.S. Census Bureau, 2014 American Community Survey 5-Year Estimates

48 Quintara/24th Street Owl Service

Impacted Low Income Census Block Groups



V. Outreach Summary

The proposed routes were presented to the Late Night Transportation Task Force. This Task Force was convened by the San Francisco Board of Supervisors and the Task Force identified a need to improve late night service for key neighborhoods. This need was supported by advocacy led efforts including a 2012 report by the community organization People Organized to Win Employment Rights (“POWER”) calling for expanding and improving transit in San Francisco’s eastern neighborhoods including the Bayview and the Mission and the SFCTA’s work in Treasure Island. The title of the report is Next Stop: Justice, 2012; Treasure Island Transportation Implementation Plan, 2011.

The proposals were also presented to the Muni Equity Task Force, the SFMTA Citizens’ Advisory Council and Multimodal Accessibility Advisory Committee and the Executive Board of the Transit Riders Union. The proposals are included in the SFMTA’s Muni Service Equity Policy, which analyzed transit needs in the Inner Mission and Bayview neighborhoods.

Multilingual notices on the service were sent to all addresses along the new service area advertising the service and directing residents to the SFMTA website for more information and to the MTAB meeting on April 19th for public comment. The website was also promoted through social media developed by the SFMTA.

VI. Summary

Based on the Title VI Service Equity Analysis conducted, the proposed change in daily span of service and addition to the Owl Network of the 44 O'Shaughnessy and 48 Quintara-24th Street Owl routes, the service change does not appear to disparately impact minority riders and populations or disproportionately burden low income riders and populations.