



SFMTA
Municipal
Transportation
Agency

Muni for the Future, Muni for All

March 22, 2018

SFMTA CAC

Vision: San Francisco: great city, excellent transportation choices

- Goal 1** *Create a safer transportation experience for everyone*
- Goal 2** *Make transit, walking, bicycling, taxi, ridesharing and car sharing the most attractive and preferred means of travel*
- Goal 3** *Improve the quality of life and environment in San Francisco and for the region*
- Goal 4** *Create a workplace that delivers outstanding service*



Transit Service Overview

- **The SFMTA's Operating Budget is approximately \$1.1 Billion**
- **Transit comprises approximately \$600 million of the Operating Budget**



Over 1,000 vehicles

720,000 Muni rides daily

**226 million Muni rides
each year**

**Over 3.5 million hours of
transit service annually**

Service Improvements Across the System

Muni is making once-in-a-generation investments in service and infrastructure:

- **All-new bus and rail fleet**
- **10% service increase**
- **Over 40 miles of transit priority improvements**
- **State-of-the-art Transportation Management Center**
- **Improved street supervision and created new field manager positions (9160s)**
- **Implemented key safety programs**



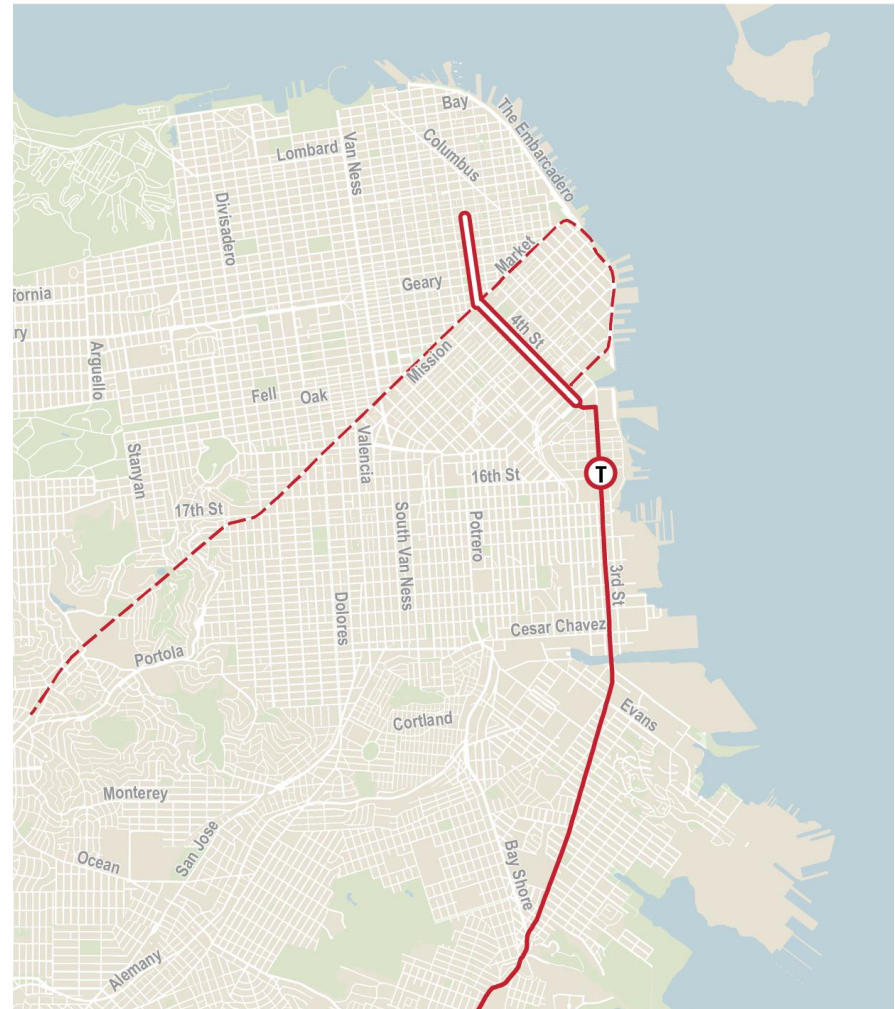
Delivering on Commitments

- Expanding rail service to address Muni's most common customer complaint...overcrowding
- Integrating *Muni Service Equity Strategy* principles and recommendations into all service programs
- Realigning service, based on the greatest ridership needs and expected future demand



Expanding Rail Service

- **Central Subway schedule to open December of 2019**
- **68 expansion Light Rail Vehicles (LRVs) will be put into service by mid-2019**
 - **All rail corridors will receive increases in service frequency**
 - **T Third and N Judah will receive the most additional service**



Equity Strategy Background

- ***Muni Service Equity Policy*** adopted in 2014
- First ***Muni Service Equity Strategy*** adopted in 2016
- **Neighborhood-based approach** to improving routes most critical to people from low-income households and people of color



MUNI SERVICE EQUITY STRATEGY REPORT
San Francisco Municipal Transportation Agency
Fiscal Year 2016-17 and 2017-18

April 2016



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Public Participation Process

Public participation process included:

- Extensive stakeholder interviews and community events across eight Equity Neighborhoods
- In-person and online outreach
- Focus groups with Muni operators

500+

Organizations reached in “equity neighborhoods”

4,000+

Survey responses

39+

Community events and meetings attended

6

Focus groups with Muni Operators

65,300

People reached

Equity Neighborhoods and Routes



2016 *Muni Service Equity Strategy:*

- 7 neighborhoods
- Routes heavily used by seniors and people with disabilities

2018 *Muni Service Equity Strategy:*

- Adds **new** neighborhood: Oceanview/Ingleside
- Expanded focus on engaging riders and community-based organizations

Realignment Summary

Added Service		
Line	Source	Realignment Type
T Third	Central Subway	New alignment
J Church	New LRV	Peak period from 9 to 8 min
K Ingleside	New LRV	Peak period from 8.5 to 8 min
L Taraval	New LRV	Peak period from 9 to 8 min
M Oceanview	New LRV	Peak period from 9 to 8 min
N Judah	New LRV	Peak period from 7 to 4 min
9R San Bruno Rapid	Equity Strategy	60' bus
12 Folsom	Equity Strategy	Add service
29 Sunset	Equity Strategy	Add service
30 Stockton	Equity Strategy	60' bus
44 O'Shaughnessy	Equity Strategy	Add service
48 Quintara	Equity Strategy	Add service all day to Beach
56 Rutland	Equity Strategy	Add service

Service Efficiencies/Reductions	
Line	Realignment Type
1 California	Reduce frequency by approximately ½ minute
30 Stockton (Chestnut)	Reduce frequency by several minutes
41 Union	Reduce frequency by approximately 1 minute
44 O'Shaughnessy	Move terminal
N Judah - Weekend	1 car trains on weekend

 Denotes Muni Service Equity Strategy service changes

Title VI – No Impacts Identified

- **Title VI Service Equity Analysis required**
- **Analysis showed no disparate impact to minority populations or disproportionate burden to low income communities**

Service Change	Total Population	Minority Population	% Minority	Low Income Population	% Low Income
Decreases: Route Segment Elimination	103,080	48,029	47%	33,485	32%
Increases: Route Segment Addition and Major Frequency Increase	203,727	107,659	53%	66,203	33%
Citywide			52%		26%
Disparate Impact			No		
Disproportionate Burden					No

Next Steps

- **This summer:** Begin implementing recommended service changes
- **Coming year:** Continue engagement to evaluate the impact of changes on Muni riders

