



SFMTA

Muni Budget Alignment Proposals for Summer 2025

March 18, 2025

SFMTA Board of Directors

Investments in Muni service quality are paying off



TRANSIT INFRASTRUCTURE



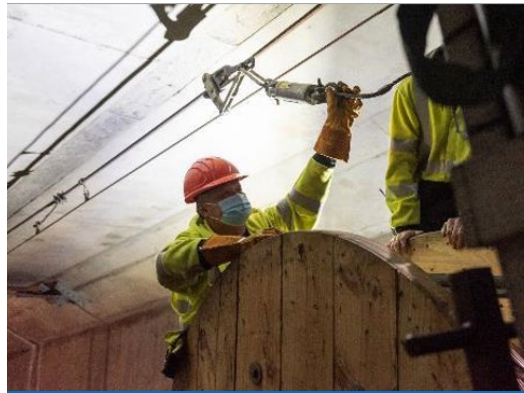
SAFETY



CUSTOMER INFORMATION



CLEANLINESS



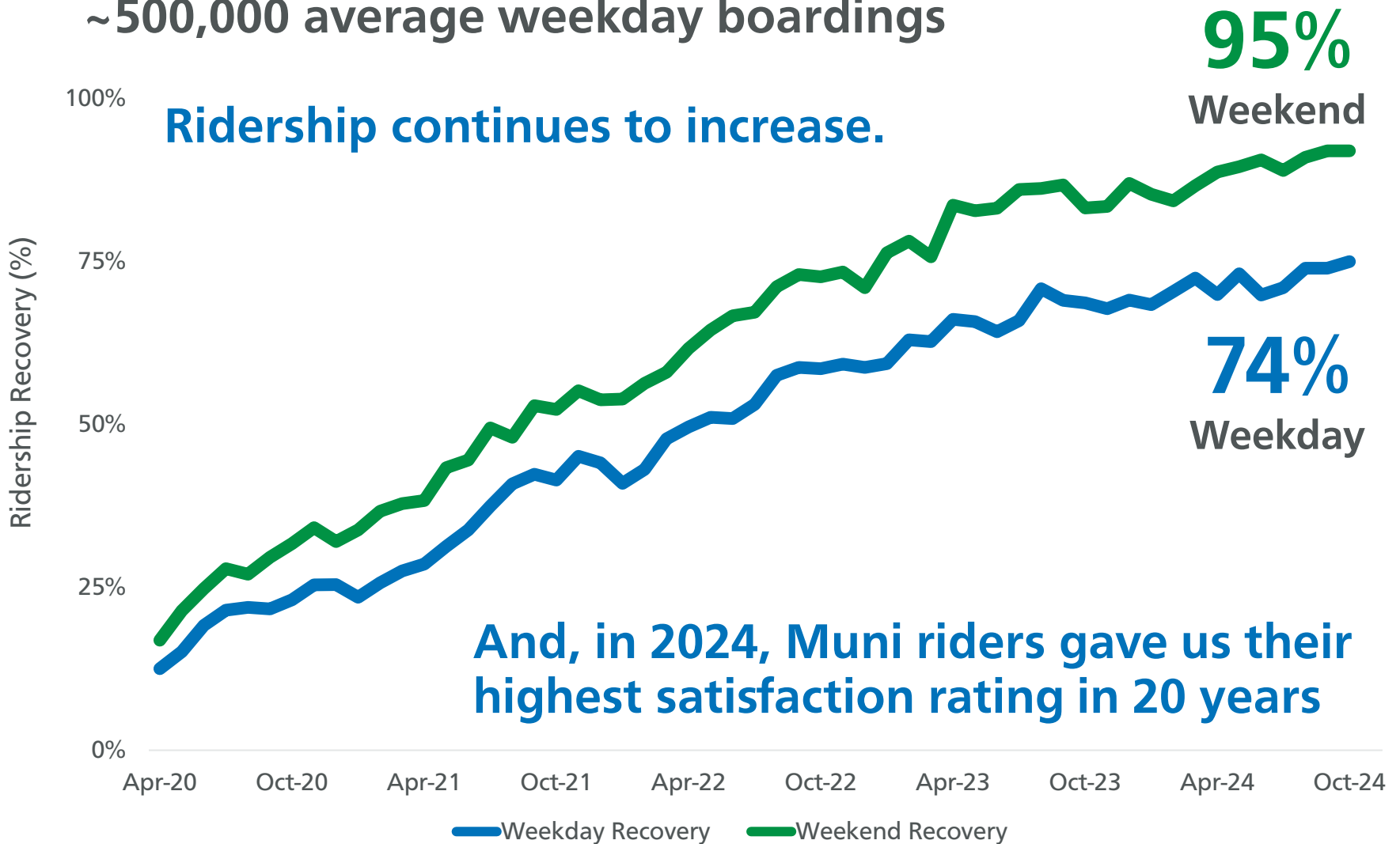
MAINTENANCE



EMPLOYEE MENTORING

January Muni Ridership Recovery

~500,000 average weekday boardings



Note: Excludes cable car and streetcar. Recovery baselined against average daily boardings from the same month in calendar year 2019.

Financial Trends



- Revenues are lower than pre-pandemic across the board:
 - Transit use is down
 - Parking use is down
 - General Fund growth is slower than prior decade
- Federal, state and regional relief run out in summer 2026.
- In response, we are reducing expenditure and planning to cut services. We are working with the Muni Funding Working Group to identify ongoing funding solutions.

Our budget challenges



FY25-26 Budget: ~\$50 million need

This budget shortfall starts in July and is why we need to realign expenditures and make other adjustments to programs, services and revenue.

FY26-27 Budget: ~\$320 million need

This budget shortfall starts when federal and state one-time relief funding are exhausted by June 2026.

FY25-26 Budget Gap

- Due to declining resources, FY25-26 planned service levels exceed resources by \$50M.
- SFMTA identified solutions with smaller trade-offs for \$35M and asked our Board of Directors for guidance on how to close the remaining \$15M of the gap, which requires harder trade-offs.
- On Feb. 18, the Board considered these options:
 - Cutting Muni service
 - Cutting agencywide programs and projects
 - Spending agency reserves



FY25-26 Solutions

To close the \$50M gap, the SFMTA identified \$35M of solutions with smaller trade-offs but needs guidance on the remaining options, which require harder trade-offs.

Description	Amount (\$M)
Allocate transit Population Baseline increase to operations (from General Fund)	9.5
Redirect 25% of paint and sign shop employees to capital priorities and fund with increase in streets Population Baseline(from General Fund)	2.5
Optimize existing parking solutions: fill PCO vacancies and optimize enforcement, increase cost of contractor permits, meter and garage rates, minimum times at meters	18.0
Decrease existing professional service expenditures	5.0
Total	35

FY25-26 Solutions

Two scenarios for the additional \$15M needed to close the budget gap.

Description	Amount (\$M)
\$7.8M in agencywide program and project cuts +	
Option 1 \$7.2M in Muni service cuts this summer	15
OR...	
Option 2 \$7.2M from agency reserves*	15

*\$7.2M in agency reserves needs to be replenished in FY26-27 budget

FY25-26 Solutions

Agencywide Program and Project Cuts

Description	Amount (\$M)
Cancel vintage historic rebuild and delay phase 2 midlife bus overhaul	4.0
Realign maintenance and capital improvements at joint BART/Muni stations to BART projected expenditure	3.6
Remove insurance company subsidy for stolen vehicles	0.2
Total	7.8

Draft Muni Service Cut Scenarios

Note: Each scenario aims for a 4% systemwide service cut

Service Cut Scenarios

Scenario 1: **Preserve high ridership routes**

- Suspend lower ridership routes where there are parallel options

Scenario 2: **Maintain existing connections**

- Maintain all connections and coverage by reducing frequency on Rapid corridors and connectors service across the system

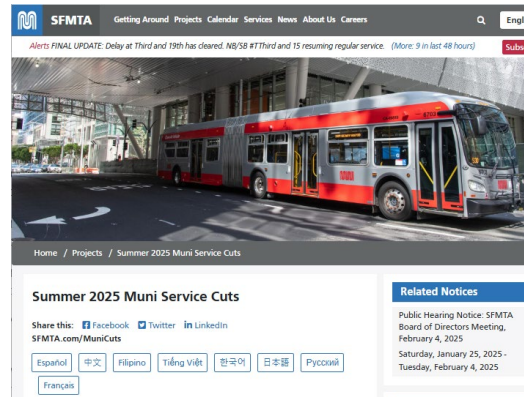
Scenario 3: **Prioritize equity routes**

- Prioritize service on Muni Equity routes and access in Muni Equity Neighborhoods by suspending routes and reducing frequencies elsewhere

Outreach to collect service cut feedback



400 signs in 9 languages posted at stops requesting feedback



Webpage in 9 languages with video and feedback form



8 pop-ups at transfer points hosted by multilingual staff

Summer 2025 Muni Cuts

Please provide your feedback on three approaches for Muni service cuts scheduled for summer 2025. We will use this input to inform our proposed Muni Service Plan to be considered by the SFMTA Board at its March 18 meeting. Details are at sfmta.com/municuts.

1. How often do you take Muni? *

- Daily
- Several times a week
- A few times a month
- A few times a year
- Never
- Don't know / Not sure

The following are three approaches for Muni service cuts scheduled for summer 2025. Some combination of the approaches may be feasible.

Approach	How Muni service would change
Preserve high-ridership routes	Suspend lower-ridership routes where there are parallel options
Maintain Existing Connections	Maintain all connections and coverage by reducing frequency on Rapid corridors and connectors service across the system (Note: Connectors are short "circulator" routes that connect neighborhoods and hillsides to the rest of the Muni network)

4,000 completed surveys/feedback forms



Digital PSAs in transit shelters citywide that link to webpage

SFMTA invites you to provide your feedback on upcoming Muni se...

Service Changes

WeChat ID QR code.jpg 220 KB

Hello everyone!

由於舊金山交通局 (SFMTA) 有 5000 萬元預算短缺, 因此可能需要在夏季削減 Muni 服務。我們初步構想了三個削減服務的方案, 在提交最終方案審批之前, 我們希望廣泛徵求意見和建議。歡迎大家於 2 月 25 日或之前, [上網參與中、英文問卷調查](https://sfmta.com/municuts), 網址是 [SFMTA.com/MuniCuts](https://sfmta.com/municuts)。點擊右上角可以選擇所需語言。大家也可以發送電郵至 MuniCuts@sfmta.com, 或者致電 415.646.2005 反應意見。

[點擊此處閱讀有關削減 Muni 服務的中文網頁](https://sfmta.com/municuts)。大家可以添加舊金山交通局 WeChat 微信ID: SFMuni122024 或者掃描附件的二維碼, 在朋友圈關注相關以及其他最新消息。

謝謝大家參與!

Emails and text messages to subscribers and groups

Outreach continued

In addition, we conducted targeted outreach to city wide groups or interest areas including:

- Muni Service Equity Working Group
- Senior Disability Action
- Transit Justice Coalition
- SFMTA Labor Unions
- SF Board of Supervisors
- SFMTA Citizens Advisory Council
- SF Transit Riders
- Walk SF
- Kid Safe SF
- Excelsior Collaborative



What we heard

I worry you will lose more riders and as a result more money and this is a death spiral.

No recortan el servicio por favor!

The combined 6/21 route is a good solution

They all stink

Maintaining access for seniors and disabled via less frequent lines is key

Reducing frequency is not the answer

Modified Service Cut Proposal

Overwhelming feedback fell into two categories:

- Do **not cut Muni service**.
- If you do, do not cut connections or frequency.
- Additionally, the SFMTA Board directed we lower the level of cuts.

Consequently the modified proposal includes:

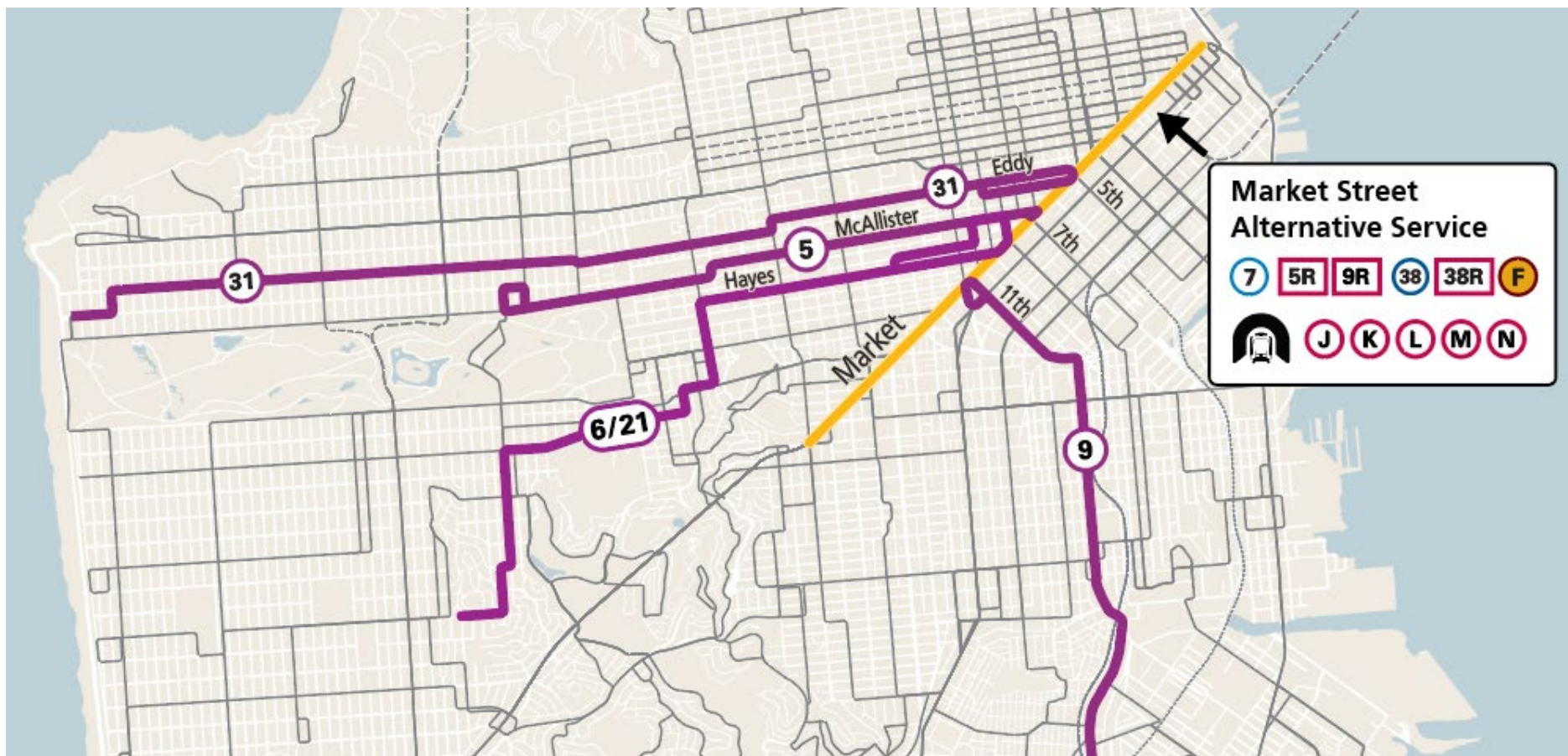
- Maintaining all connections and frequency levels.
- Reducing the **overall service cut level to 2%** (vs the original 4%) based on SFMTA Board direction.

We will do this by taking advantage of the transit rich Market Street corridor.



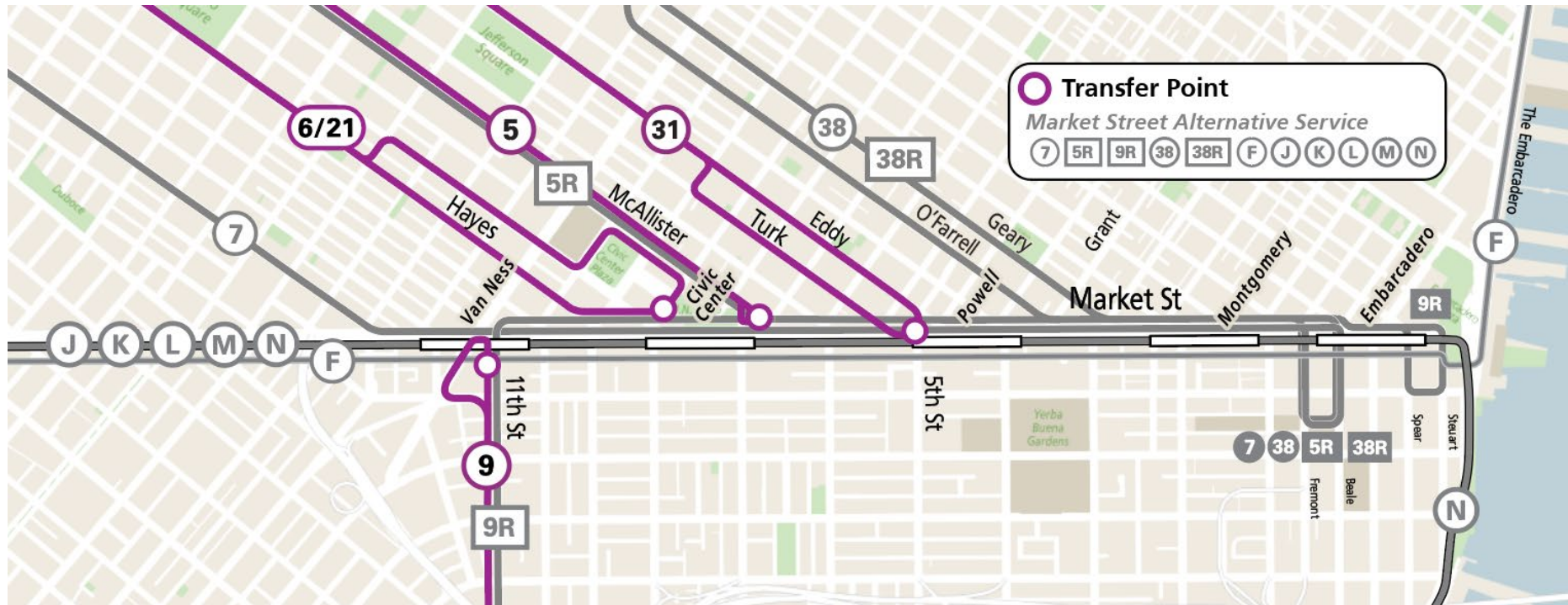
Utilize Market Street Corridor Transit Capacity

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



Utilize Market Street Corridor Transit Capacity

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



Next Steps

- **Receive direction from SFMTA Board** today regarding use of \$7.2 million in service cuts or \$7.2 million in reserve funds as part of the budget alignment proposals.
- If service cuts are recommended by SFMTA Board, staff will continue outreach and:
 - Return to the SFMTA Board for service cut final approval and Title VI analysis.
- Implement any service cuts in Summer, 2025.
- Continue working with the **Muni Funding Working Group** to gain consensus on a package of efficiency measures, service cuts and funding measures to bridge the FY26-27 budget shortfall.

