



Memorandum

Date: July 17, 2018
To: Transportation Authority Board
From: Camille Guiriba – Transportation Planner, Planning
Subject: 7/24/18 Board Meeting: Update on Latest Muni Service Equity Strategy Report

<p>RECOMMENDATION <input checked="" type="checkbox"/> Information <input type="checkbox"/> Action</p> <p>SUMMARY</p> <p>Every two years, the San Francisco Municipal Transportation Agency (SFMTA) is required to update the Service Equity Strategy in order to assess Muni service performance in select low income and minority neighborhoods and develop strategies to address transit related challenges impacting these neighborhoods. This memo summarizes findings from the most recent update of the Service Equity Strategy which was completed in March 2018. The most recent update resulted in the addition of Oceanview/Ingleside as a new Equity Strategy neighborhood and the recommendation of capital and service strategies for all eight Equity Strategy neighborhoods (see Tables 1 and 2 in the memo). Per the adopted Muni Service Equity Policy, SFMTA is required to present the Equity Strategy to the Transportation Authority Board for input as part of the two-year update process as well as report back on the effectiveness of strategies on an annual basis.</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input checked="" type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other: _____</p>
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DISCUSSION

Background.

In 2014, the SFMTA Board of Directors adopted a Muni Service Equity Policy requiring the submission of a biennial Service Equity Strategy to assess Muni service performance in select low income and minority neighborhoods, identify major Muni transit related challenges impacting selected neighborhoods, and develop strategies to address those major challenges before the SFMTA's two-year budget request. The impetus for the Equity Policy came from the Transportation 2030 Task Force discussions between members of the Transportation Authority and SFMTA leadership and advocates, Board members, SFMTA staff and advocates and drawing inspiration from equity analyses performed for the 2013 San Francisco Transportation Plan.

The first Equity Strategy Report was adopted in 2016. The SFMTA Board of Directors adopted the most recent Service Equity Strategy in March 2018. SFMTA reports that this update reflects data analysis to investigate transit needs in Equity Strategy Neighborhoods, extensive outreach to the Equity Service Neighborhoods that begun in Spring 2018 and input from the Muni Service Equity Strategy Working Group, whose members represent advocacy and community-based organizations, and Muni data analysis.

Key Findings and Recommendations.

Addition to Service Equity Strategy Neighborhoods. The Service Equity Policy directs SFMTA staff to identify equity neighborhoods based on percentage of low-income households, private vehicle availability, race/ethnicity demographics, and disability status. In collaboration with the Muni Service Equity Strategy Working Group, SFMTA staff identified seven Equity Strategy neighborhoods in 2016: Chinatown, Tenderloin/SoMa, Western Addition, Mission, Bayview, Visitacion Valley, and Excelsior/Outer Mission. For this year's update to the Equity Strategy, SFMTA staff and the Muni Service Equity Strategy Working Group identified one additional neighborhood, Oceanview/Ingleside, for a total of eight neighborhoods.

Key Needs and Recommended Strategies: SFMTA staff identified two to three key needs for each neighborhood and for routes heavily used by seniors and people with disabilities based on feedback received during stakeholder outreach and where data revealed underperformance relative to peer lines. SFMTA staff then developed the following new capital and service strategies to address them.

Table 1. New Capital Strategies

NEIGHBORHOOD / TARGET	ROUTE	PROJECT DESCRIPTION
Ocean View-Ingleside	K Ingleside and M Ocean View	Explore solutions to train congestion at West Portal
Western Addition	5/5R Fulton	Implement Muni Forward improvements on Fulton from Arguello to 25th Avenue
Accessibility, Chinatown, Excelsior-Outer Mission, Visitacion Valley	8/8AX/8BX Bayshore	Explore transit reliability improvements in Visitacion Valley and on 3rd Street in SoMa Explore adding NextMuni to more stops
Chinatown, Inner Mission, SoMa-Tenderloin	12 Folsom	Explore transit-only lanes on Folsom Street in SoMa to improve reliability
Accessibility, Excelsior-Outer Mission, Inner Mission, SoMa-Tenderloin	14/14R Mission	Explore transit reliability improvements on downtown Mission and in the Excelsior Explore adding NextMuni to more stops
Accessibility, Chinatown	30 Stockton and 45 Union Stockton	Explore travel time and reliability improvements in SoMa (e.g. 3rd Street)
Accessibility, SoMa-Tenderloin, Western Addition	31 Balboa	Explore opportunities for quick and effective travel time improvements throughout the line

Table 2. New Service Strategies

NEIGHBORHOOD / TARGET	ROUTE	PROJECT DESCRIPTION	FUNDING
Ocean View-Ingleside	K Ingleside	Increase service frequency	SFMTA FY19-20 operating budget addition
Ocean View-Ingleside	M Ocean View	Increase service frequency	SFMTA FY19-20 operating budget addition
Bayview, Visitacion Valley	T Third	Increase service frequency	Added to SFMTA FY19-20 operating budget addition
Western Addition	7 Haight-Noriega	Switch to 60' buses 7 days per week	TBD
Chinatown, Excelsior-Outer Mission, Visitacion Valley	8/8AX/8BX Bayshore	Increase service frequency	SFMTA FY19-20 operating budget addition
Inner Mission, Visitacion Valley	9/9R San Bruno	Switch to 60' buses on the 9 Rapid	SFMTA FY19-20 operating budget addition
Chinatown	10 Townsend	Focus on active line management to address gaps in service in peak periods	Already included in operating budget
Chinatown, Inner Mission, SoMa-Tenderloin	12 Folsom	Increase service frequency Vet a more direct route to 24th Street BART Station	SFMTA FY19-20 operating budget addition
Bayview	23 Monterey	Exploring possibility of running on Industrial and Palou instead of deviating to Produce Market pending further outreach	Already included in operating budget
Excelsior-Outer Mission, Ocean View-Ingleside	29 Sunset	Increase service frequency all-day	SFMTA FY19-20 operating budget addition
Chinatown	30 Stockton	Switch to 60' buses for all trips	SFMTA FY19-20 operating budget addition
Bayview	44 O'Shaughnessy	Increase service frequency all-day	SFMTA FY19-20 operating budget addition
SoMa-Tenderloin	47 Van Ness	Explore possibility of routing adjustments in SoMa	Already included in operating budget addition
Inner Mission	48 Quintara-24th St	Extend service to the Beach in midday	SFMTA FY19-20 operating budget

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			addition
Visitacion Valley	56 Rutland	Implement schedule enhancements to improve reliability	SFMTA FY19-20 operating budget addition

These projects were incorporated in the SFMTA Fiscal Year 2018/19 and 2019/20 budget which was adopted by the SFMTA board on April 3, 2018. The service recommendations in this round of the Equity Strategy are fully funded through SFMTA's budget. Certain capital projects are partially or fully funded in the most recent SFMTA Capital Improvement Program, while others may be pursued through new funding sources, such as grants. SFMTA staff has not identified a need for Prop K funding for these projects at this time, although it may be sought in the future for certain capital projects. SFMTA could propose funding for capital strategies in Fiscal Year 2018/19 or propose Equity Strategy recommendations for funding through the underway 2019 5-Year Prioritization Program updates.

FINANCIAL IMPACT

None. This is an information item.

CAC POSITION

None. This is an information item. The CAC will be briefed on this item at its July 25, 2018 meeting.

SUPPLEMENTAL MATERIALS

Enclosure – Muni Service Equity Strategy Fiscal Year 2018-19 and 2019-20