



Muni Equity Working Group

May 12, 2026

Agenda

| Time | Item |
|------------|---|
| 12:00 p.m. | Welcome |
| 12:05 p.m. | June 6 Service Changes |
| 12:20 p.m. | Muni Systemwide Service Evaluation <i>Defining Equity Routes</i> |
| 1:30 p.m. | Meeting adjourns |

June 6 Service Changes

Schedule Changes

| Route | Proposed Action | Reason |
|-------------------------------|--|-------------------------------------|
| 5R Fulton Rapid | <ul style="list-style-type: none"> Frequency modifications to address the current uneven crowding experienced depending on whether board a 40' or 60' bus | Addressing crowding |
| 12 Folsom | <ul style="list-style-type: none"> PM headway adjustment on the IB direction for more consistent headways | Headway reliability |
| 14 Mission/ 14 Owl | <ul style="list-style-type: none"> Targeted frequency increases in response to crowding (10:15 PM – 1:15 AM) | Addressing crowding |
| 37 Corbett | <ul style="list-style-type: none"> Increase pull-out time in the PM | Reliability improvement |
| 54 Felton | <ul style="list-style-type: none"> Stagger schedule to minimize likelihood that coaches meet on Bridgeview/Topeka | Reliability/operational improvement |
| T Third | <ul style="list-style-type: none"> Incorporate stop-to-stop time savings from improvement project into schedule | Reliability/operational improvement |

Route & Stop Changes

| Route | Proposed Action | Type Of Change |
|--------------------------|---|-------------------------|
| 14R Mission Rapid | Add non-revenue route to Mission and Lowell | Operational improvement |
| 19 Polk | Rename Beach & Polk to Beach & Larkin (13093) | Customer improvement |
| 28/30/91 | Rescind stops on North Point at Larkin, IB & OB (15464, 15465) | Operational improvement |
| 31 Balboa | Pull-in trips on the 31 will drop off at Geary & Masonic | Customer improvement |
| 35 Eureka | Terminal officially moves back to Market at Castro and becomes drop off only (17253). First outbound stop now on Castro at Market (14334) | Operational improvement |

Route & Stop Changes (Cont.)

| Route | Proposed Action | Type Of Change |
|---------------------------------|--|--|
| 37 Corbett, L Owl, K-Bus | Official post-construction relocation on Market at Castro stop to near-side | Construction-related change |
| 48 Quintara | Consolidate redundant stops near SFGH, two stops in each direction on one block. Remove 13455, 13456 | Reliability improvement; response to operator feedback |
| 58 Lake Merced | Lake Merced stop relocations (to islands) built as part of Quick Build (14828, 14836, 14837, 14829) | Customer service and operational improvement |

Muni Systemwide Service Evaluation

Defining Equity Routes

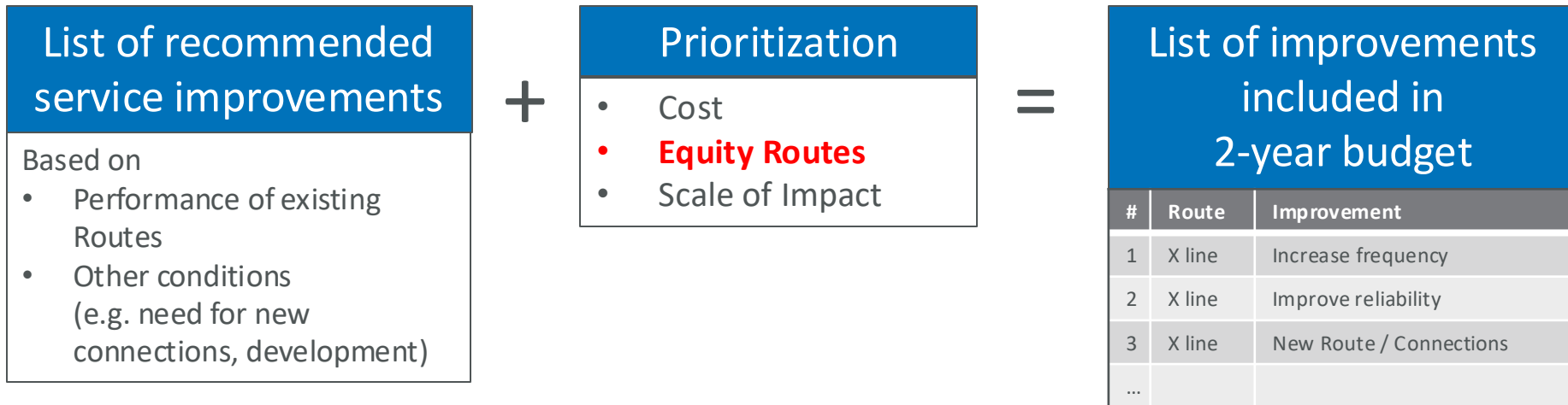
Muni Systemwide Evaluation

Plan for Discussion

- Background for Today's Focus:
 - Defining Equity Routes
- Top-of-Mind feedback from previous MEWG meetings
- Draft Approach: Three Methods
- Review Draft Results & Discussion
- Next Steps

Muni Systemwide Evaluation

Prioritizing recommended service improvements



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- Applying Equity Strategy aims to use performance and demographic data to systematically inform agency's investments stated in each 2-year budget
 - Expand approach to systemwide (all Muni routes) while also fine-tuning list of "Equity" routes to effectively prioritize investments
 - Current Equity routes: 39 Routes (37 Daytime, 2 Owls) of 71 Routes
83% of System's Weekday Daytime Ridership

Muni Systemwide Evaluation

Feedback Received from MEWG

- Strong focus on establishing most in need
 - Car ownership & Income
 - Some residents do not own a car out of choice, others due to affordability
 - Some low-income families have a car
 - Push & Pull
 - Prioritize very low-income residents
 - Acknowledgment that SF is not affordable for residents with incomes above the federal poverty level
- Want to account for multiple aspects of a resident's life experience
- Supplement census data with other forms of data

Muni Systemwide Evaluation

Defining Muni Equity Routes

Draft Approach

- Aims to account for the demographics of SF Residents and current Muni riders, as well as access to Muni
- Considers route an Equity route if meets 2 of 3 of the following criteria/method:

| Criteria/ Method | Data | Purpose | Frequency of Update |
|---|-------------------------------------|--|---|
| MTC's Equity Priority Communities definition | Demographic data (ACS/Census) | Accounts for city residents who live near Muni service | MTC establishes Equity Priority Communities every 4-5 years; ACS updated every year |
| 2025 Muni On-Board Survey | Demographic data (Survey of riders) | Accounts for who is currently riding Muni service | FTA requires every 5 years |
| SF residents with access to only 1 Muni route | Location Data (ACS/Census) | Capturing residents who only have access to one route | ACS updated every year |

Defining Muni Equity Routes

MTC's Equity Priority Communities Definition

- MTC used two sets of criteria to define Equity Priority Communities across the Bay Area (uses census data)
- Sets of Criteria. High Concentrations of the following demographics

Low-income
+
People of Color

OR

Low-income
+
At least 3 of following:

- Limited-English proficiency
- Zero-vehicle household
- Seniors (75+)
- People with disability
- Single parent families
- Severely rent-burdened

- Applied MTC's approach, but instead of using entire census tracts, applied to SF residents within ¼ mile of Muni stops

Defining Muni Equity Routes

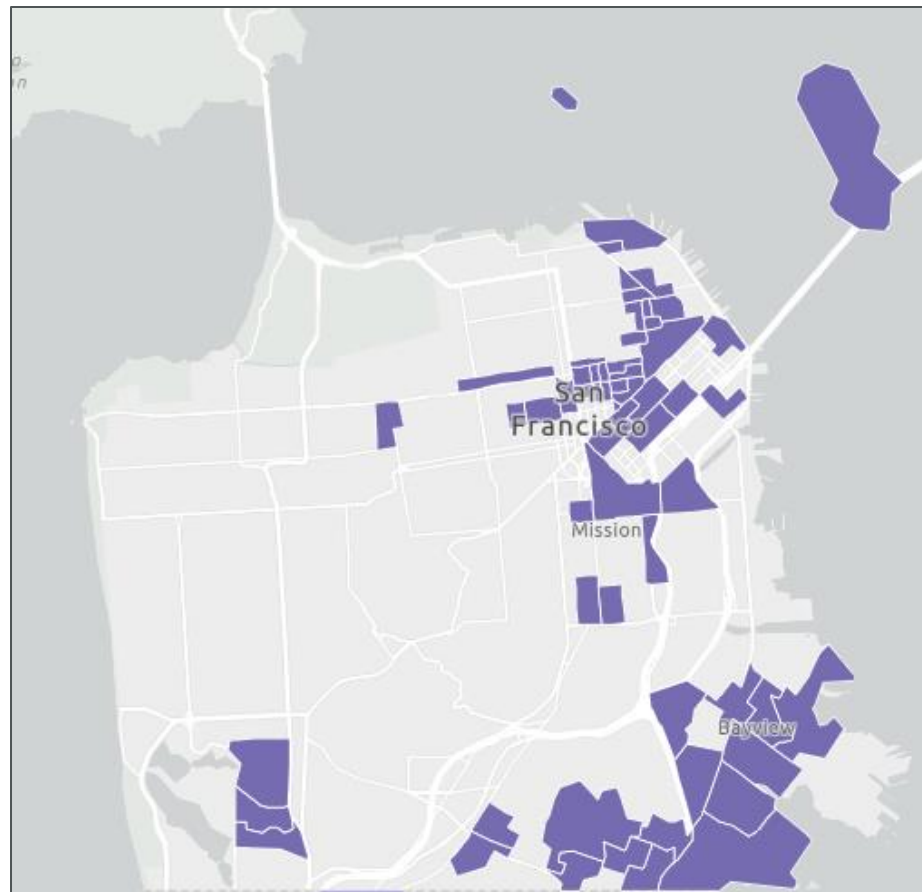
MTC's Equity Priority Communities Definition

- Strong, but not exact alignment with SFMTA's current Equity Strategy Neighborhoods

SFMTA Equity Strategy Neighborhoods



MTC 2050+ Equity Priority Communities



Defining Muni Equity Routes

2025 Muni Onboard Survey

Background

- Comprehensive onboard origin-destination intercept survey to better understand rider travel patterns.
 - Over 30,000 surveys were completed from Spring 2024 to Winter 2025
 - Conducted in multiple languages and formats
- FTA requires transit agencies conduct survey every 5 years
 - Last survey conducted in 2016 due to pandemic and related recovery

Draft Approach for Defining Equity Routes

- Survey collected 6 of the 8 variables used to define MTC Equity Priority Communities
- Focus on low-income riders

Low-income

+

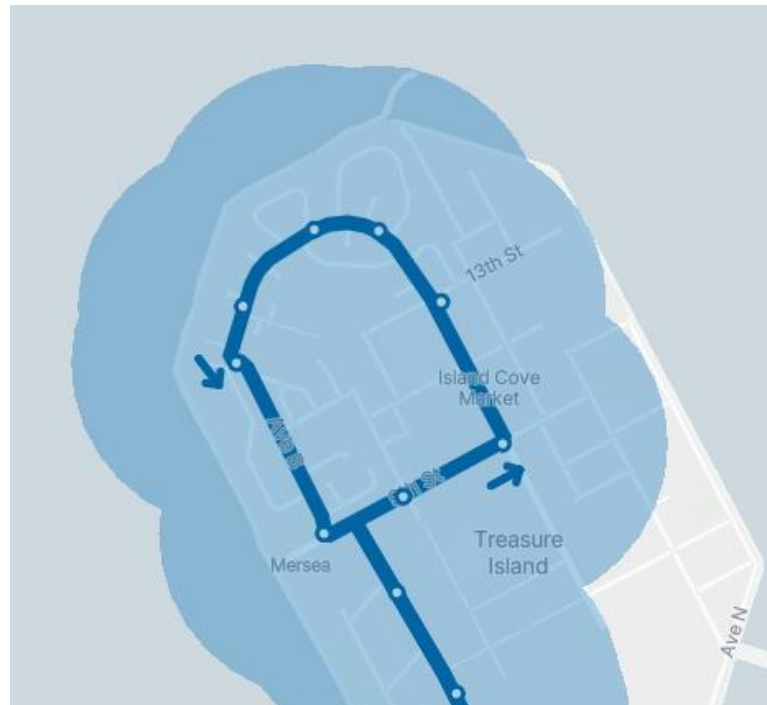
At least 1 of following:

- People of color
- Seniors (75+)
- People with disability
- Zero-vehicle household
- Limited-English proficiency

Defining Muni Equity Routes

Access to Only 1 Muni Route

- For each route
 - Number of SF residents for whom that route is the only one with a stop within a 1/4 mile of where they live



Summary of DRAFT Results

- Current Equity Routes:
 - 39 Routes (37 Daytime, 2 Owls) of 71 Routes, 83% of Weekday Daytime Ridership
- Draft Approach Results:
 - 32 Routes (20 Daytime, all 12 Owls), 38% Weekday Daytime Ridership

| Service Category | Current Equity Routes | DRAFT Equity Routes* |
|-------------------|--|---|
| Muni Metro/ Rapid | K, M, T 5R, 9R, 14R, 38R | J, N 9R, 14R |
| Frequent | 1, 7, 8, 14, 22, 24, 30, 38, 49 | 7, 8, 14 |
| Grid | 5, 6, 9, 12, 15, 19, 23, 27, 29, 31, 33, 43, 44, 45, 48, 54 | 9, 15, 19, 23, 27, 29, 31, 54 |
| Connector | 25, 52, 56 | 25, 36 , 56 |
| Specialized | 8AX, 8BX | 8AX, 8BX |
| Historic | None | None |
| Owls | 90, 91 | All: 5, 14, 22, 24, 25, 38, 44, 48, 90, 91, L, N |

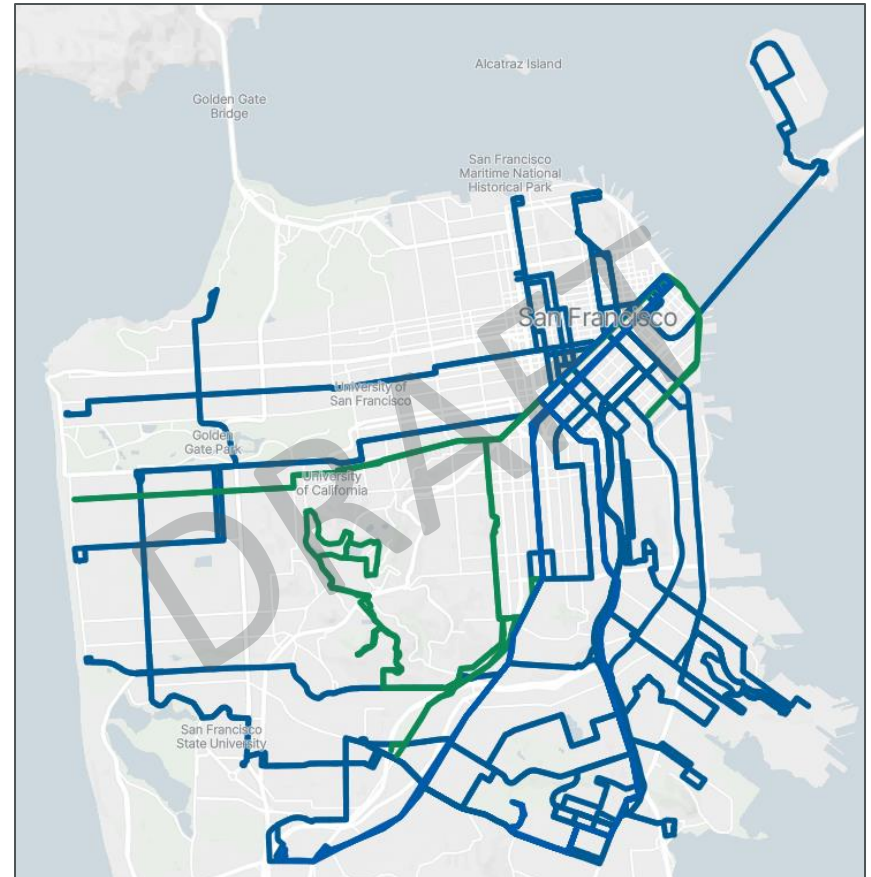
***Bold** = Routes that are not currently defined as a Muni Equity Route.

Summary of DRAFT Results

Current Equity Strategy Routes
(Daytime Only)



DRAFT Equity Routes
(Daytime Only)



Green = Routes that are not currently defined as a Muni Equity Route.

Discussion / Seeking Feedback

- Primary Focus for Feedback
 - Equity Route Share of total routes and system's ridership
 - Three Methods
 - MTC Equity Priority Communities Definition
 - 2025 SFMTA On-Board Survey
 - Access to Only 1 Muni Route
- Also interested in any feedback regarding
 - Specific Routes
 - Other items

Next Steps

- Incorporate Feedback
- At next Working Group meeting - Review final approach for defining Equity Routes