



SFMTA

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DO NOT PASS

sfmta.com

SFMTA Overview

MIT Mobility Forum – Transit Panel
October 17, 2025

SFMTA is Unique in the United States

1912: Voters establish the Municipal Railway (Muni)



1999: Voters merge Muni and the Department of Parking and Traffic



2007: Voters add the Taxi Commission to the SFMTA



SFMTA Programs and Services



72 MUNI LINES



BUSES AND LRVS



CABLE CARS



2,500 MUNI OPERATORS



PARATRANSIT



STREET DESIGN



STREET SAFETY



STREET CLOSURES



SCHOOL SAFETY



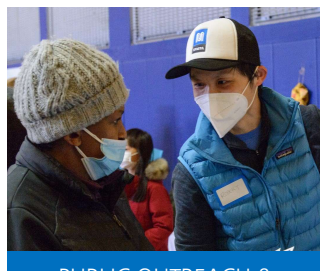
BIKESHARE & SCOOTERSHARE



TRAFFIC SIGNALS



TRANSIT INFRASTRUCTURE



PUBLIC OUTREACH & EDUCATION



PARKING INFRASTRUCTURE



TAXI REGULATION

Muni overview

- **8th largest transit system in the United States**
- 24/7 service with all San Franciscans within walking distance of a stop
 - 73 Muni lines/routes
 - 76.5 Miles of transit lanes
 - ~2,500 transit operators
- 5 modes – hybrids, trolleys, light rail, historic streetcar, cable car
- 74 miles of light rail track, 28 substations, 271 miles of overhead wires
- Delivered 158 million passenger trips in 2024, an increase of 13.5 million trips over 2023

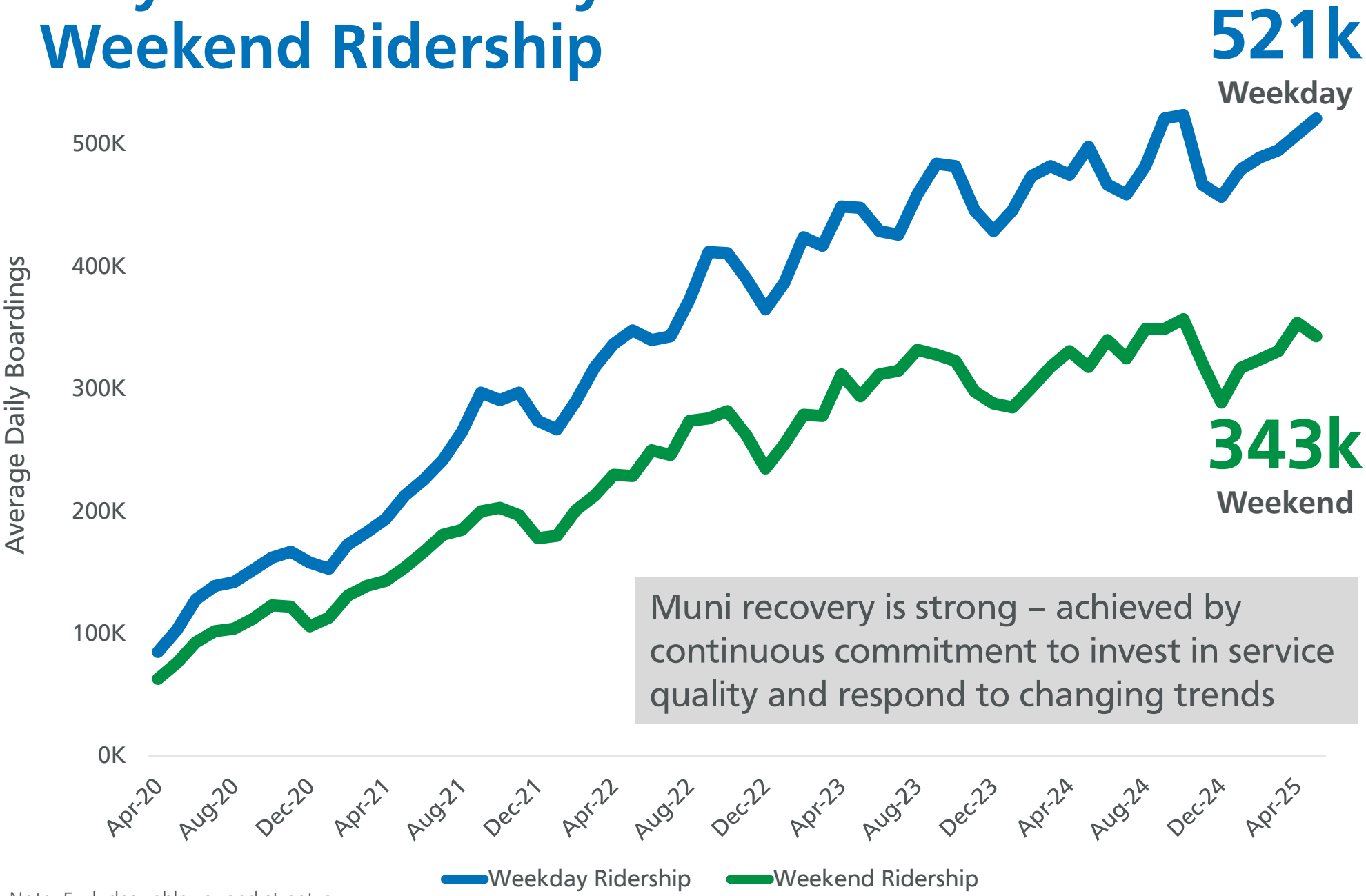


Muni is Vital for our Riders



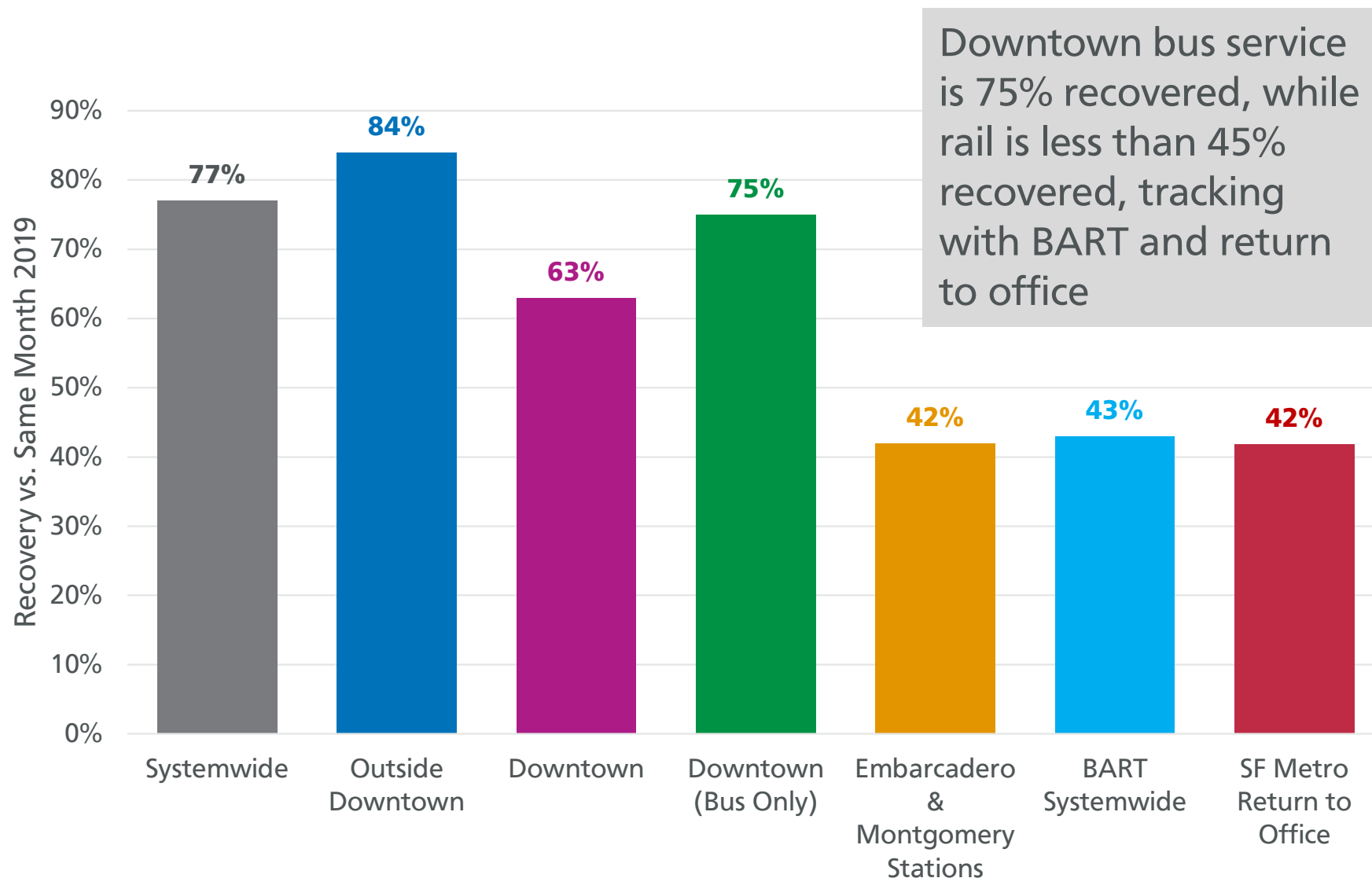
- Muni is the backbone of the Bay Area economy, serving over 500,000 riders every day
- Approximately 27% of SFUSD students, roughly 14,000, take Muni to get to and from school
- Muni accounts for almost 50% of ridership across the nine-county bay area region.

May 2025 Weekday & Weekend Ridership



Note: Excludes cable car and streetcar.

May 2025 Weekday Recovery



Note: BART data accessed via [Monthly Transportation Statistics | Metropolitan Transportation Commission](#). Return to office data from [Kastle](#).

Transit Management Philosophy



Safety



Customer Experience



Performance



Efficiency



Accountability

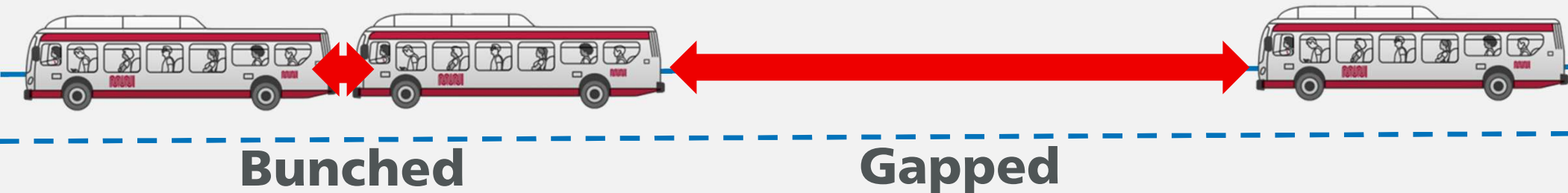
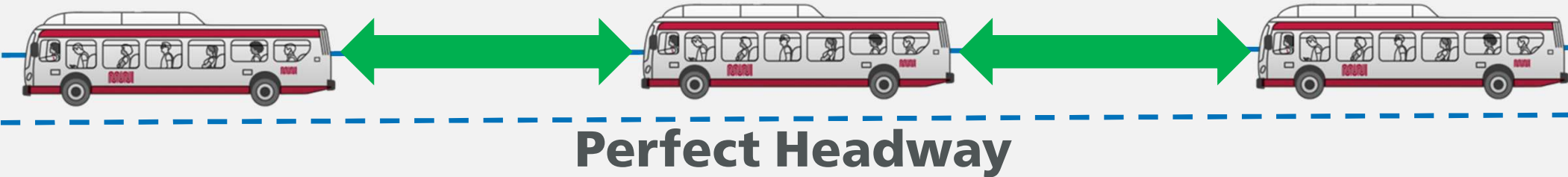
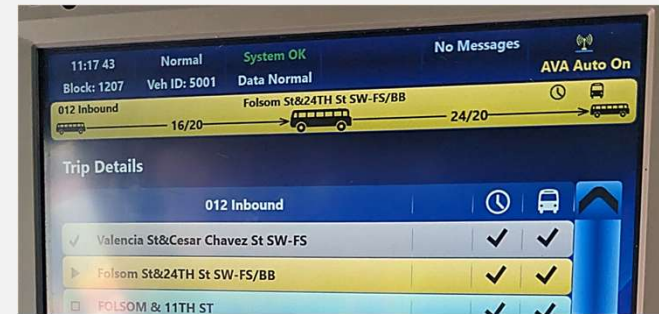




Muni Forward Program – including 75 miles of transit lanes – improves service reliability and saves operating dollars

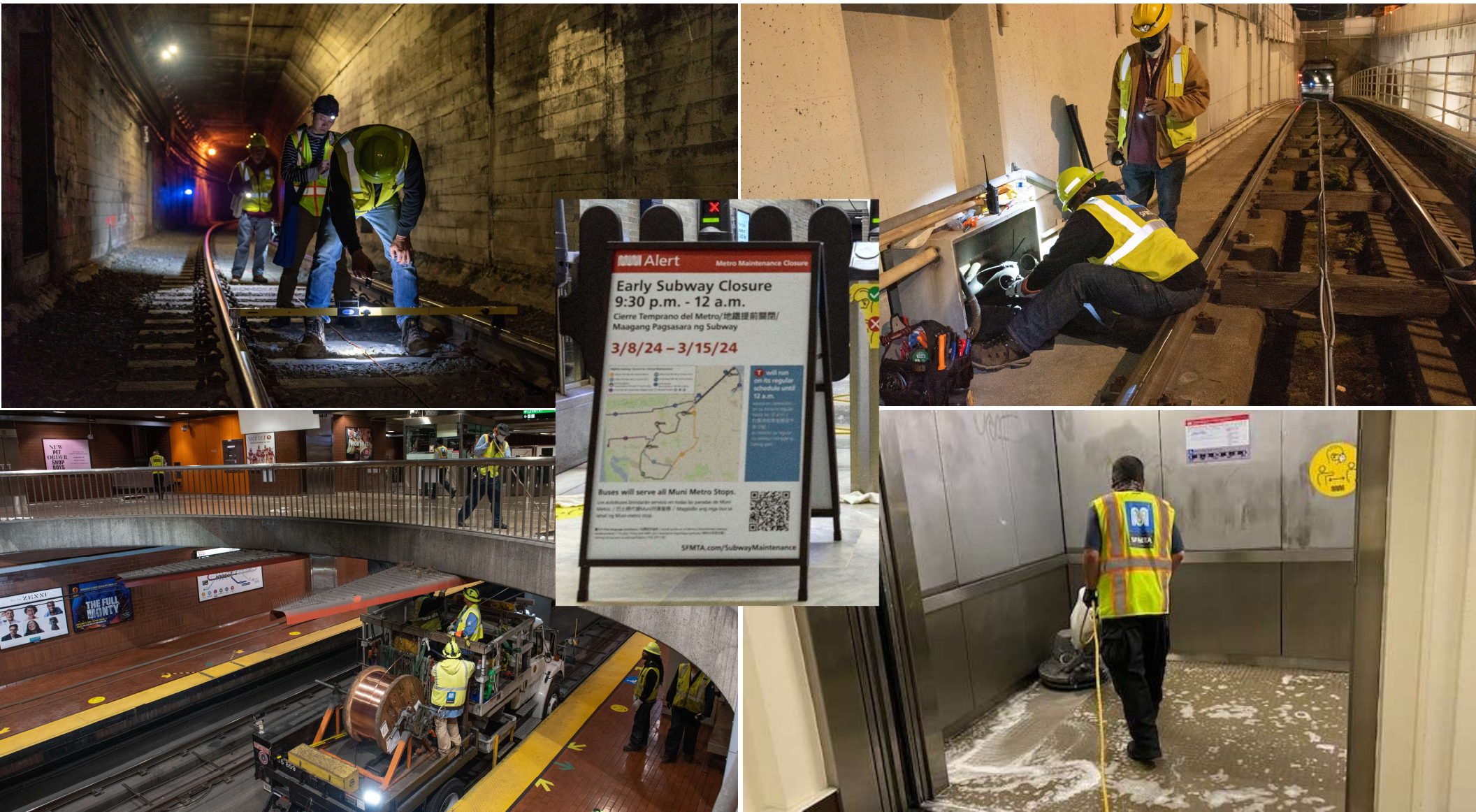
Headway Service Management

From static schedule-based to dynamic headway

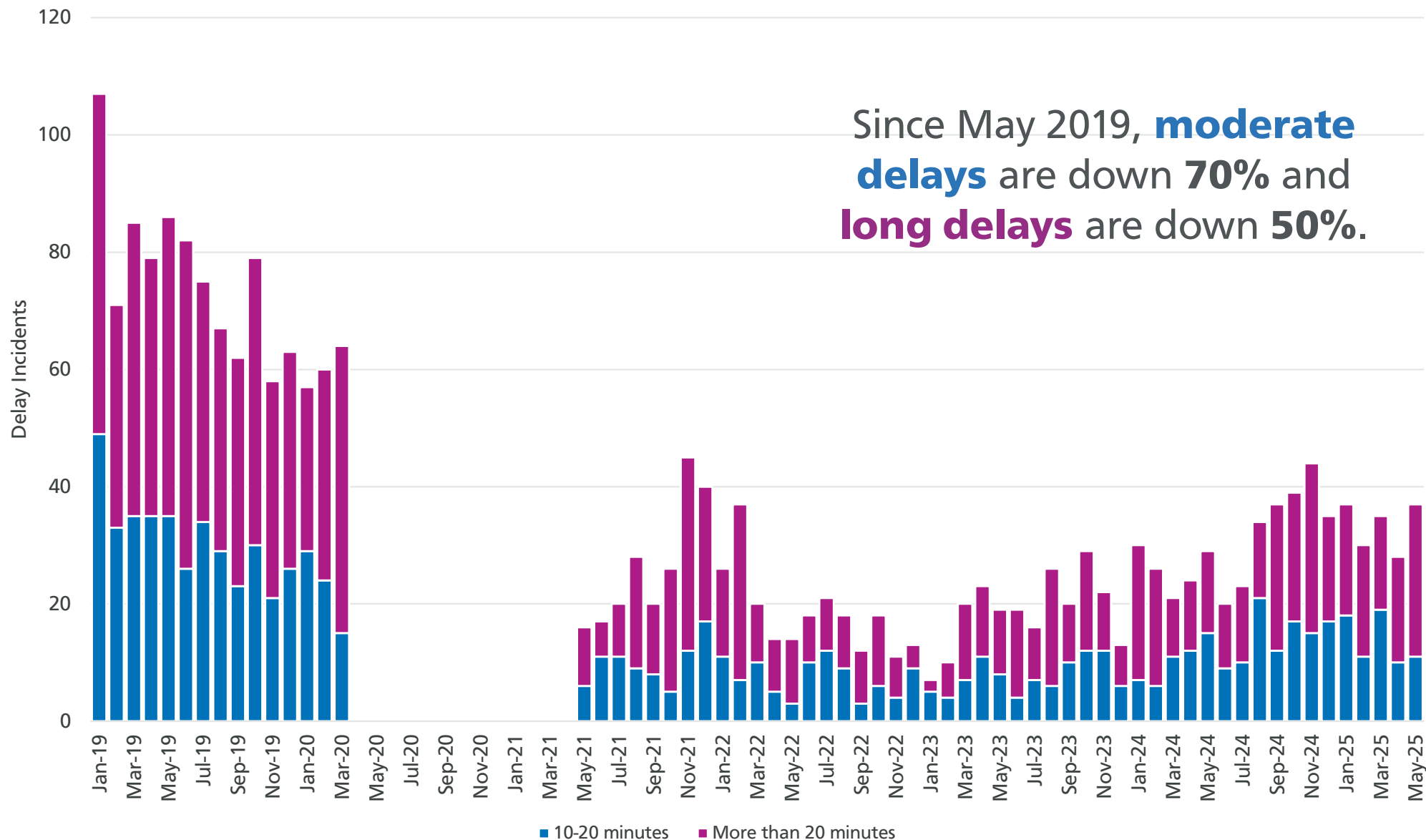


Fix It! Weeks

Quarterly extended maintenance hours dramatically improved outcomes



Market Street Subway Delay Events



Note: We have adjusted our methodology for determining whether an event occurred in the subway; slight differences from previous snapshots are due to improved granularity.

Addressing the Fiscal Cliff

[Chamber of Commerce Meeting](#)
[v2 08192025.pptx](#)



Slide 14

SP1

I actually think these slides should be in the deck.

Safarzadeh, Parisa, 2025-07-24T19:03:29.051

Transit funding is a local responsibility

- In other countries with great transit, the national government pays for transit service



- In other US states with great transit, the state government pays for a large portion of transit service
- In California, transit is funded primarily by local jurisdictions

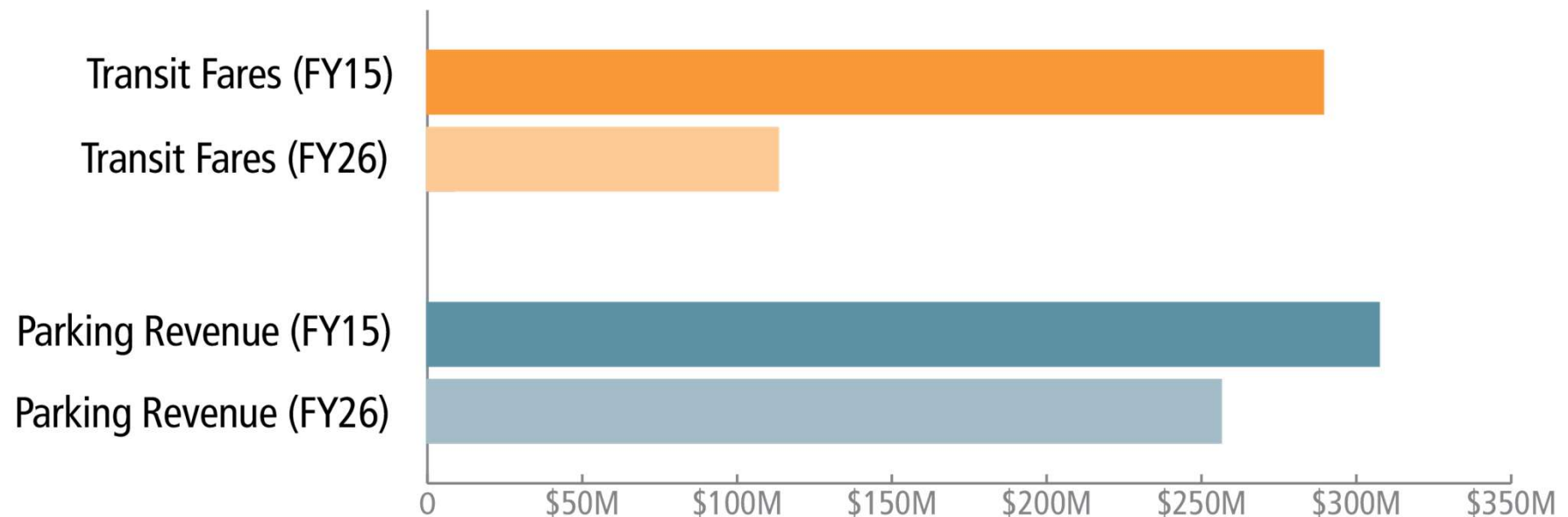
San Francisco has always innovated transit – and its funding

- 1850: SF is incorporated as a city
- 1873: Cable cars are invented to save horses from dying on SF's hills
- 1912: The City takes over the private rail lines as they go bankrupt, creating the "Municipal Railway", because affordable, space-efficient transportation is not free-market-supported
- 1973: SF passes the "Transit First" policy, establishing transit as the preferred mode of travel in the City
- 1999: Voters pass Prop E, which diversifies transit funding and ties it to the City's broader economy
- 2025: Macroeconomic disruptions require us to innovate again

The old approach to funding no longer works

Every funding source we rely on to keep San Francisco moving – tax revenue, grants, parking fees and Muni fares – is still significantly below pre-pandemic levels.

Budgeted Parking and Fare Revenues Over Time (in CY Dollars)



(the FY15 figures have been adjusted to current year dollars)

Source: FY25-26 Original Budget, passed by Board of Supervisors July 2024.

Muni has been adapting



Demonstrated Fiscal Discipline

\$120M/year personnel savings through a hiring freeze, consolidating functions, and reducing management.



Surgical Service Reductions

\$7M saved through summer 2025 service adjustments, but no route eliminations.



Investments that Pay for Themselves

\$10M annual savings starting FY25 thanks to transit priority and reliability upgrades.

We can't cut our way to success



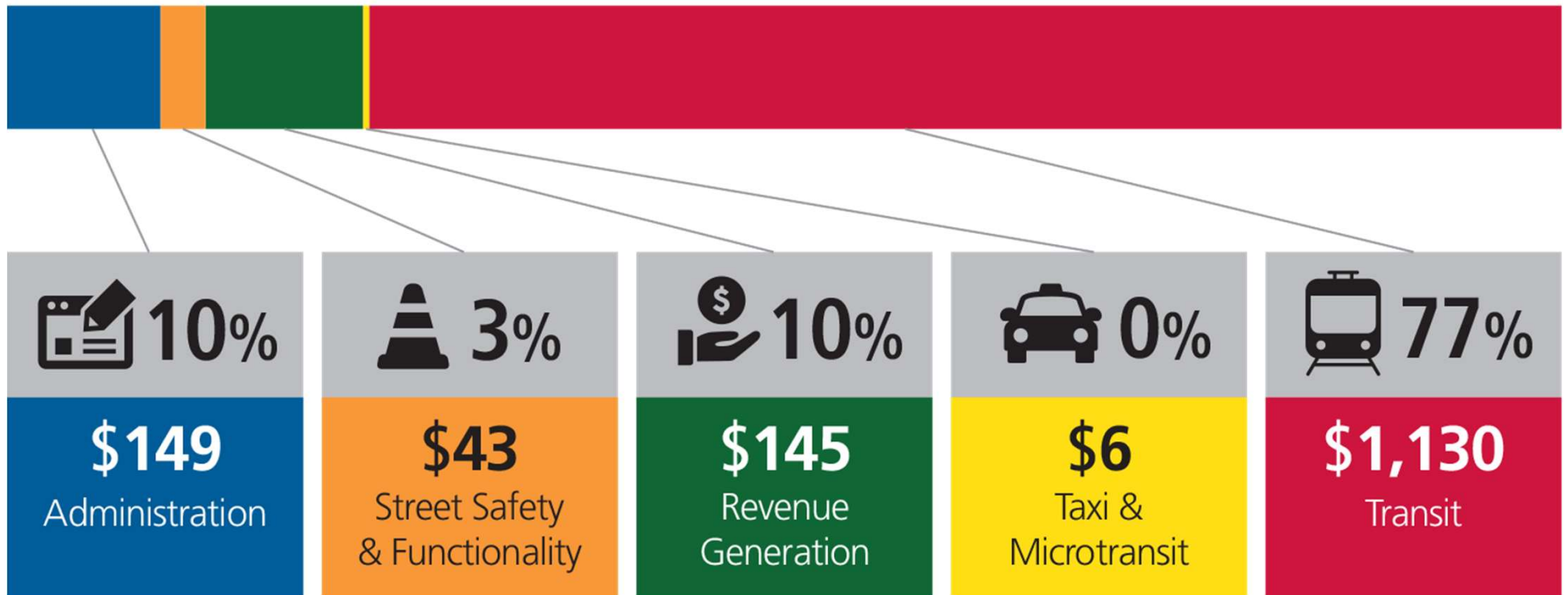
People ride transit when it works well and goes where people need to go, conveniently



Degrading service means fewer people choose transit, increasing congestion and further reducing revenues and resulting in the need for additional cuts

Transit is our priority

FY 25-26 Expenditure Budget by Service (\$M)



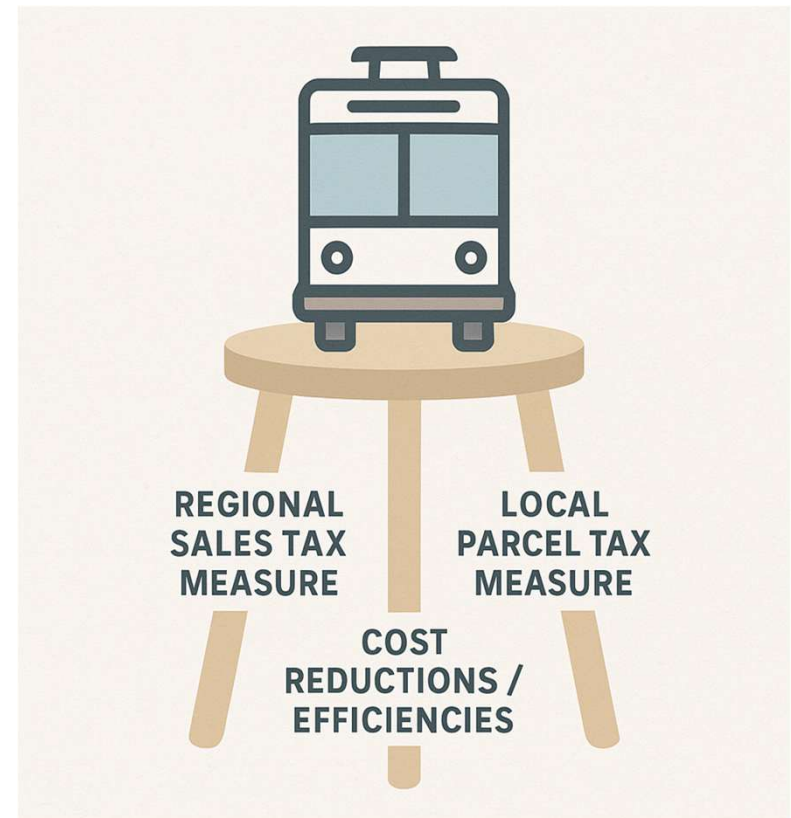
Source: FY25-26 Proposed Budget (Tech Phase), June 2025.
Note: Transit includes paratransit.

A sustainable approach is needed that balances revenue and expenditures

Cost Reductions/Efficiencies: Reducing expenditures across the SFMTA and implementing efficiency improvements on an ongoing basis.

Regional Revenue Measure: SB 63 allows San Francisco to pursue a full one-cent increase to maintain Muni. If passed by voters, we expect Muni to receive ~\$160M per year to address the structural deficit.

Local Parcel Tax: Seeing that the regional measure will not fully provide the revenue needed to maintain Muni service, a local parcel tax will be discussed to close the gap.



Thank you!

