



SFMTA

SFMTA Report on Safety, Equity and Transit

Human Rights Commission – April 27, 2023

Agenda | Reporting Updates at SFMTA

- I. MuniSafe & Safety Equity Initiative | Kimberly Burrus & Josephine Ayankoya
- II. Fare Evasion Updates | Kimberly Burrus
- III. Transit Service Updates | Julie Kirschbaum
- IV. Remarks from SFMTA Board of Directors | Director Stephanie Cajina
- V. Questions & Discussion with the Human Rights Commission





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MuniSafe & the Safety Equity Initiative for a Safer Muni for All

Kim Burrus, Chief Security Officer & Josephine Ayankoya, Racial Equity Officer
Human Rights Commission – April 27, 2023

Background



Transportation is the second most common place where sexual harassment occurs.



Women have complex travel patterns and specific mobility needs



Reliable data is lacking, making it difficult to respond to this persistent problem

MuniSafe and the Safety Equity Initiative

Safer transit is more equitable transit.

MuniSafe: Safety umbrella

Improve and enhance safety and security. Increase prevention.
Reduce barriers.

Safety Equity Initiative: Intersectional gender and racial equity lens.

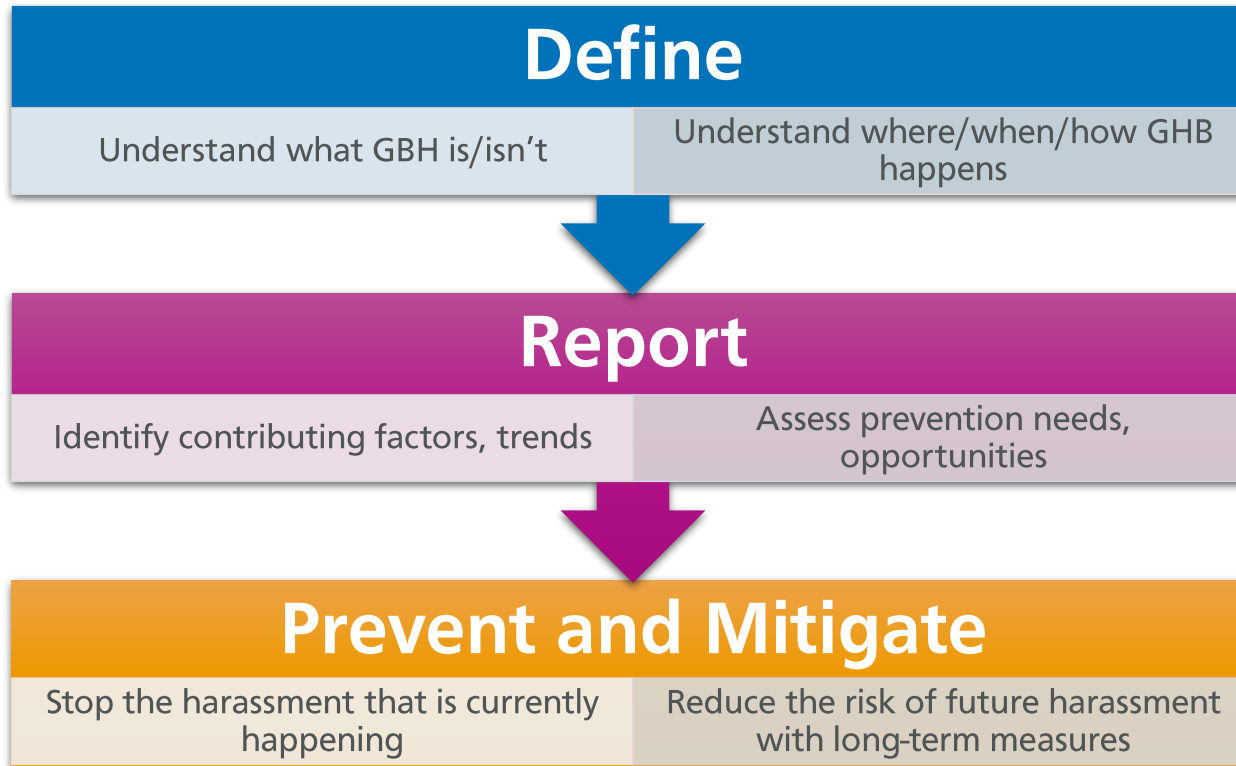
Focus on preventing gender-based harassment:

- Improve reporting, data and information-gathering
- Identify patterns and contributing factors
- Engage and consult diverse communities in solution-building
- Develop short and long-term prevention strategies and capacity



Transportation is the second most common place where sexual harassment occurs.

Prevention Roadmap



Phase One: Information-Gathering

Educate and Reinforce Good Conduct:

- **All forms of gender-based or race-based harassment, assault or sexual violence are strictly prohibited**
- Threatening, harming or harassing passengers or SFMTA employees is illegal and will not be tolerated

Encourage Reporting:

- Share information about new reporting options for the public
- Encourage customers to report incidents
- Report incidents you experience or witness



January 2015 to January 2021, only 26 incidents were reported to the SFMTA Central Control incident log.

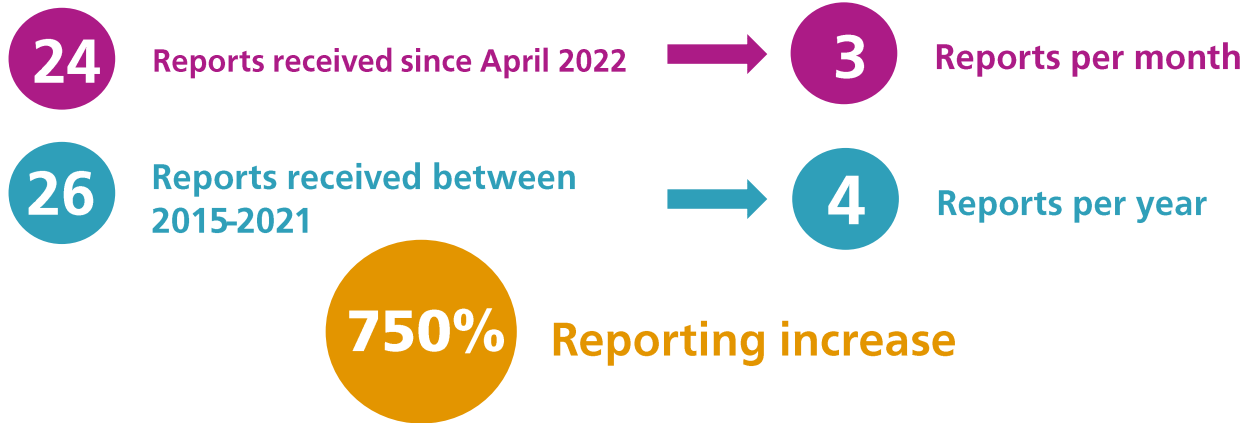
Completed

In-reach Campaign: Informed, consulted with and engaged SFMTA staff and decision-makers to help shape the initiative.



Reporting and Data Tracking: Expanded and enhanced reporting platforms to better collect more data and inform the initiative.

What We've Learned and How We're Responding to Early Reports



Short-term Response:

- Increasing operator awareness
- Operators can take discretionary action to protect passenger safety
- Working with SFPD to identify potential registered offenders

Long-term Response:

- Identify themes, contributing factors and specific and systemic measures to prevent and mitigate risk
 - Policy
 - Investments
 - Design

Goals and Objectives

- Conduct gender-responsive and equity-centered community outreach and engagement
- Identify specific safety and security challenges and create appropriate solutions
- Develop educational, behavior change campaigns that use culturally affirming marketing and outreach methods
- Use ongoing research, studies and data collection to understand existing and evolving needs



Programmatic Elements of the Initiative

Community Building & Skill Building

Establish community partnerships and recruit Community Specialists

Train staff and stakeholders on gender based violence, equity, and harm reduction



Outreach and Engagement

Focus groups and listening sessions to inform harm reduction needs and security investments

Culturally competent engagement efforts that center priority populations in defining GBH goals

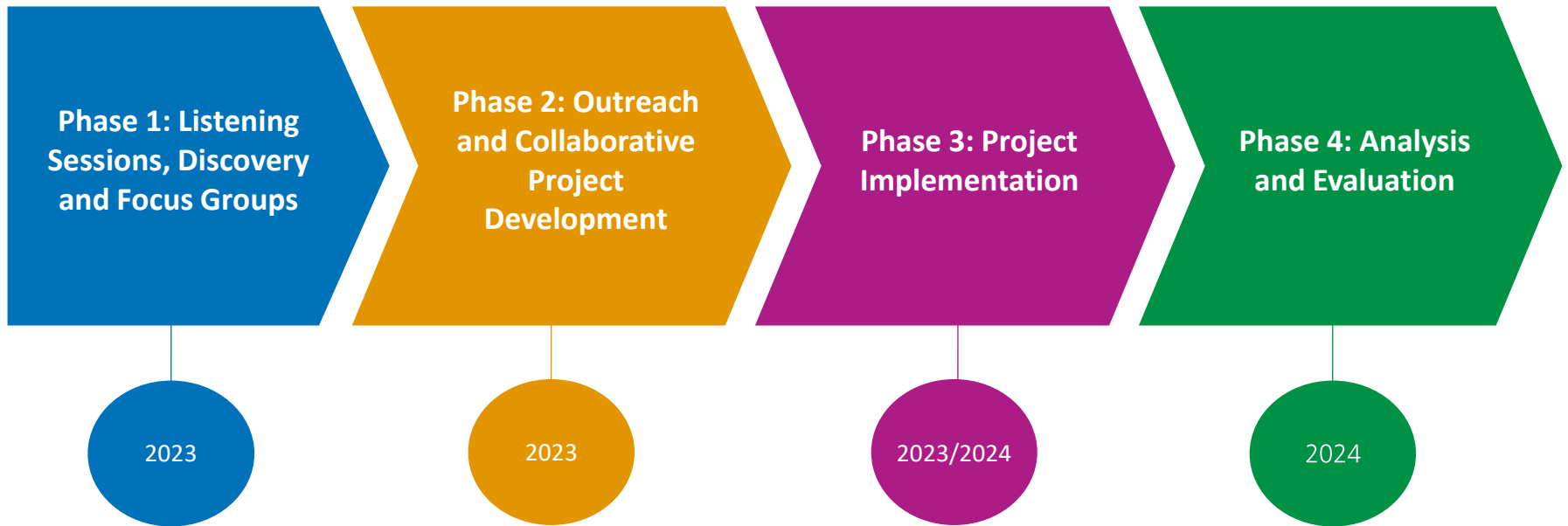


Public Information & Reinforcing Events

Culturally affirming, anti-harassment campaign to support harm reduction goals

Community based event to disseminate and reinforce campaign messaging

Safety Equity Initiative Timeline





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Fare Evasion Updates

Kimberly Burruss, Chief Security Officer
Human Rights Commission, April 27, 2023

Security and Investigations

Proof of Payment

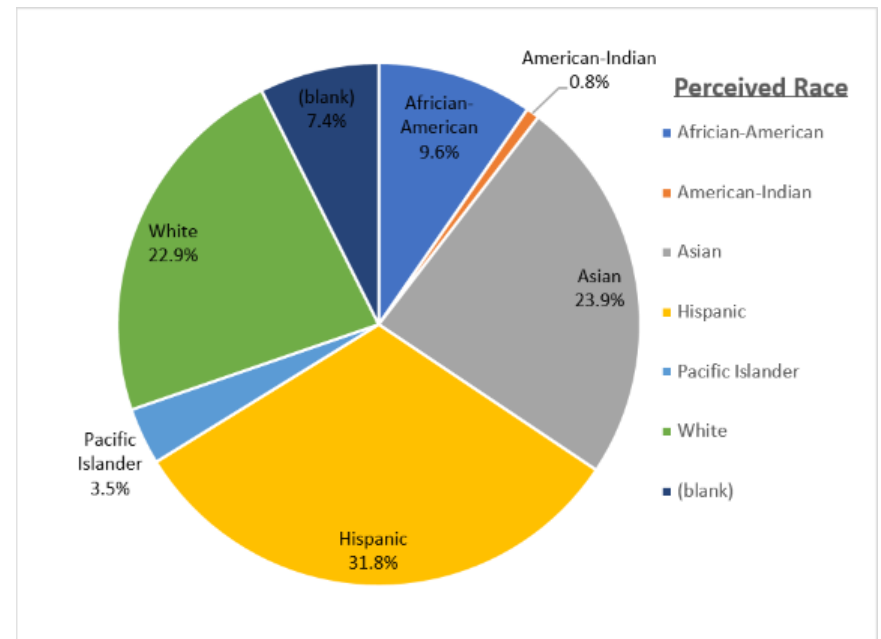
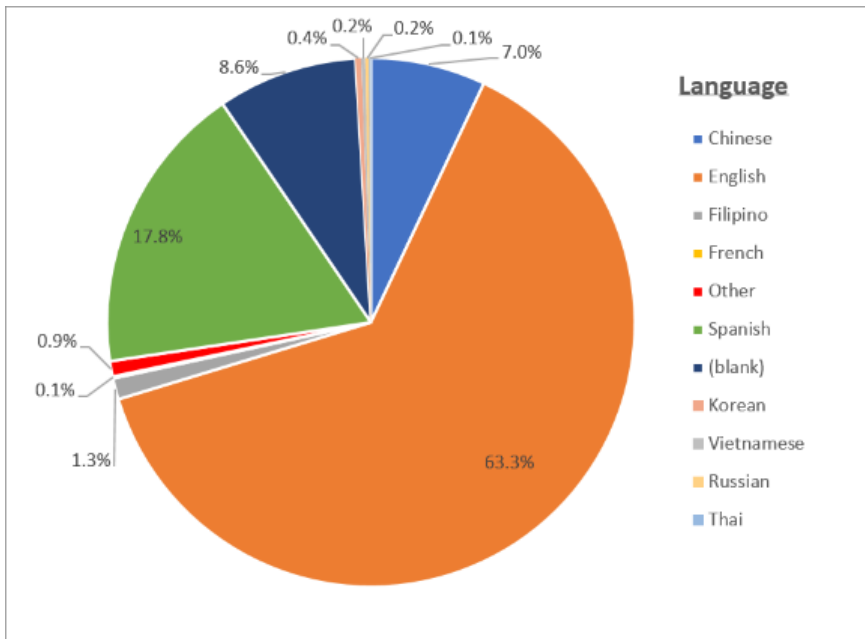


August 2022

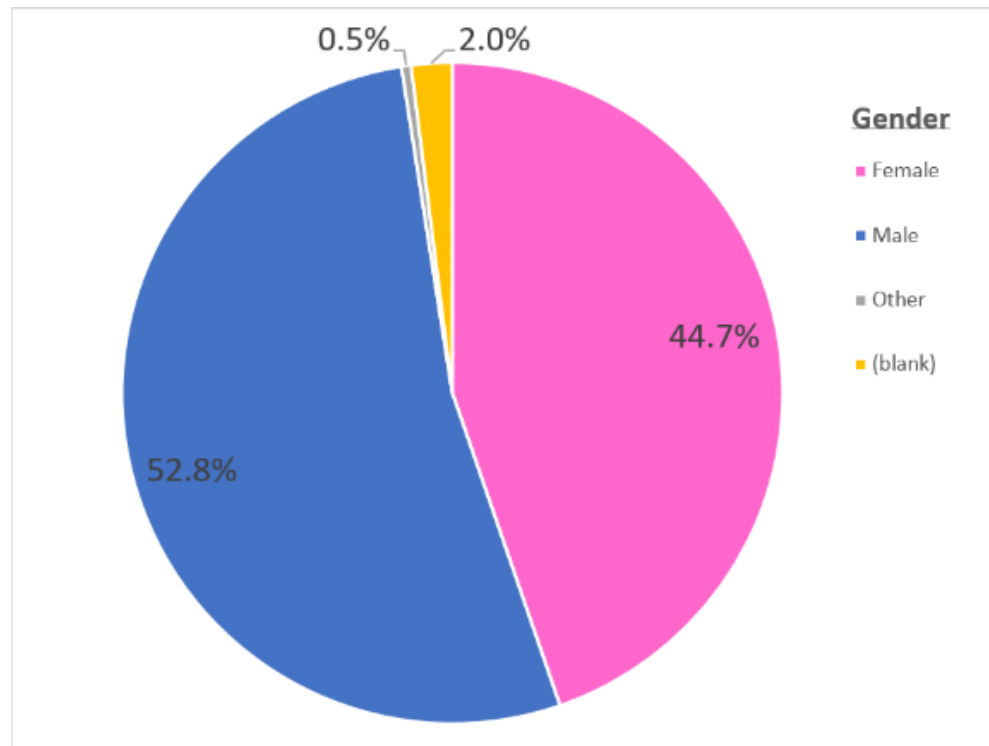
P.O.P DEPLOYMENT CALENDAR

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1 N, 19 - Day 2 23, 1 - Day 1 29, 37 - Swing 2 43, 38/38R - Swing 1	2 5/5R, 57 - Day 2 58, L-BUS - Day 1 24, 27 - Swing 2 66, 14/14R - Swing 1	3 8/8AX/8BX, 33 - Day 2 F, 7 - Day 1 9/9R, 25 - Swing 2 58, N - Swing 1	4 49, 23 - Day 2 12, 5/5R - Day 1 38/38R, 52 - Swing 2 33, KT - Swing 1	5 14/14R, 15 - Day 2 25, 8/8AX/8BX - Day 1 28, 33 - Swing 2 37, 30 - Swing 1	6
7	8 M, 58 - Day 2 19, 24 - Day 1 9/9R, 21 - Swing 2 31, LBUS - Swing 1	9 9/9R, 48 - Day 2 37, 44 - Day 1 1, 48 - Swing 2 F, 14/14R - Swing 1	10 45, 35 - Day 2 33, 38/38R - Day 1 N, 57 - Swing 2 18, 49 - Swing 1	11 14/14R, F - Day 2 52, KT - Day 1 49, 54 - Swing 2 67, 9/9R - Swing 1	12 24, 67 - Day 2 31, M - Day 1 14/14R, 15 - Swing 2 56, 44 - Swing 1	13
14	15 5/5R, 56 - Day 2 43, 22 - Day 1 30, 58 - Swing 2 25, 38/38R - Swing 1	16 28, 54 - Day 2 66, N - Day 1 KT, 18 - Swing 2 27, 29 - Swing 1	17 1, 21 - Day 2 54, 30 - Day 1 14/14R, 35 - Swing 2 35, 5/5R - Swing 1	18 22, 66 - Day 2 48, 14/14R - Day 1 M, 12 - Swing 2 19, 28 - Swing 1	19 38/38R, 18 - Day 2 57, 9/9R - Day 1 28, 23 - Swing 2 54, 5/5R - Swing 1	20
21	22 J, 27 - Day 2 15, 38/38R - Day 1 45, 55 - Swing 2 48, 7 - Swing 1	23 44, 31 - Day 2 56, 5/5R - Day 1 J, F - Swing 2 55, 1 - Swing 1	24 LBUS, 52 - Day 2 35, 14/14R - Day 1 22, 19 - Swing 2 12, 9/9R - Swing 1	25 29, 12 - Day 2 27, 28 - Day 1 38/38R, 43 - Swing 2 57, 45 - Swing 1	26 30, 55 - Day 2 67, J - Day 1 LBUS, 67 - Swing 2 21, 8 - Swing 1	27
28	29 KT, 25 - Day 2 18, 9/9R - Day 1 44, 56 - Swing 2 52, 24 - Swing 1	30 38/38R, 37 - Day 2 21, 29 - Day 1 7, 31 - Swing 2 23, M - Swing 1	31 9/9R, 43 - Day 2 55, 45 - Day 1 8/8AX/8BX, 66 - Swing 2 15, J - Swing 1	<p>Red represents high ridership lines. Blue represents low ridership lines.</p> <p>*Line assignments are subject to change at the discretion of the Chief Security Officer.</p>		

Citation Demographics-Language & Race



Citation Demographics-Gender





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Transit Service Updates

Julie Kirschbaum, Director of Transit
Human Rights Commission, April 27, 2023

Current State of Muni

- Addressed challenges and invested in routes that serve people who rely on Muni and need it most
- Investing in:
 - Infrastructure
 - Safety and security
 - Travel time and reliability
- Adding service at the pace of hiring – reducing crowding and improving connections



Recent Muni Successes



Service has improved and riders have noticed



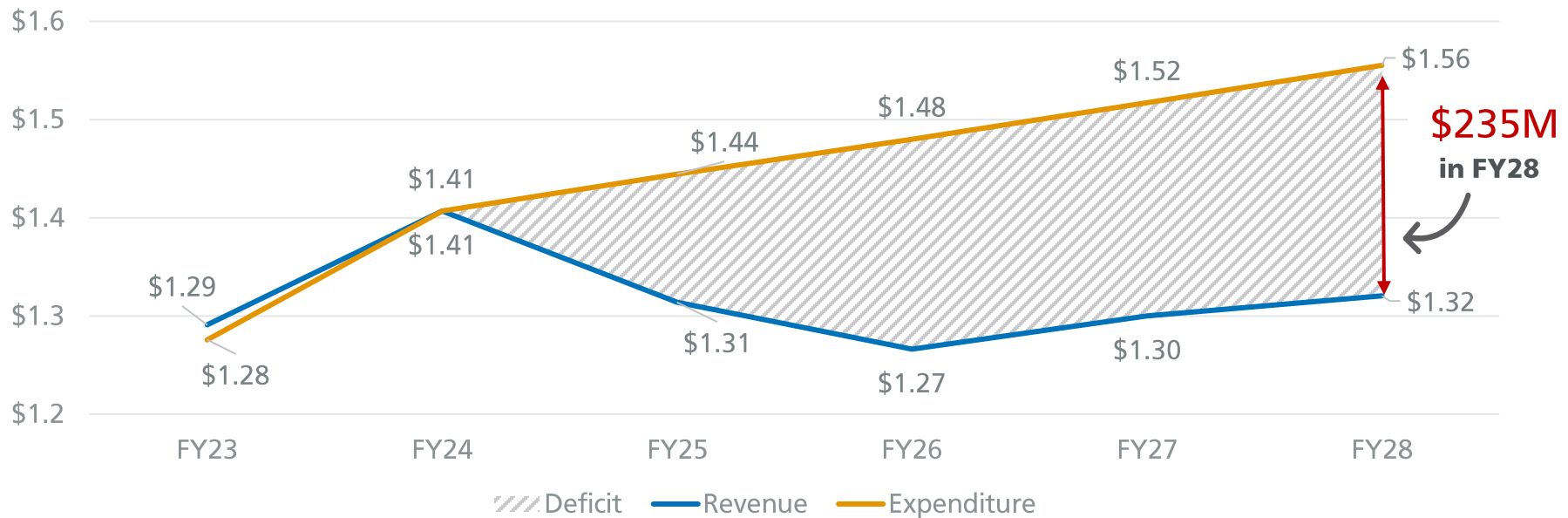
Current financial trend

	Revenue
↓	Transit fare revenue
↓	SF General Fund transfer
×	Federal relief funds
→	Parking fees & fines subsidize Muni
	Expenses
↑	Labor costs
↑	Inflation

Five Year Forecast

When federal funds run out in FY25, SFMTA will have a large and growing deficit.

5-Year Financial Forecast (\$ in Billions)



Deficit: \$130M in FY25 | \$214M in FY26 | \$217M in FY27 |
\$235M in FY28 | **Cumulative \$796M in FY2028**

If we can't close the budget gap



- Muni service restoration could be rolled back (\$130M deficit >20 Muni lines)
- Would impact hundreds of thousands who depend on Muni every day
 - 57% of riders are people of color
 - 70% of riders come from households making less than \$50,000/year
- Risks economic recovery of Downtown San Francisco

We need your support

- Need new sources of revenue to balance our budget
 - State gap funding
 - Local sources: short-term and long-term
- It's not enough for Muni to survive. We must thrive!
- Muni is key to San Francisco's:
 - Equity goals
 - Climate goals
 - Economic recovery
 - Livability and vibrancy





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Remarks from Director Cajina

MTAB Director, Stephanie Cajina
Human Rights Commission, April 27, 2023

Questions & Discussion with the Human Rights Commission



Thank You!