



Muni Metro Capacity Study

April 3, 2025

SFMTA CAC



Muni Metro today



- 207 light-rail vehicles, 203 stops, ~100,000 ridership
- 4th busiest light-rail system in the nation. Busiest transit corridor in the Bay Area, after the Transbay Tube
- Post-pandemic ridership patterns have mitigated pre-pandemic crowding, but ridership is returning
 - Oct 2023-2024: +16% increase in Metro ridership
 - Oct 2022-2024: +46% increase in Metro ridership
- Subway delays have been cut by ~2/3 since the pandemic, in part due to scheduling fewer trains



Muni Metro's unusual history – 100+ year old streetcar lines + 1970s era Market Street subway



What is the Muni Metro?

That portion of the new Municipal Railway which will operate in the upper level of the Market Street subway and in Twin Peaks Tunnel out to West Portal will be the Muni Metro.



The Muni Metro is a subway-surface system. In the subway the Metro cars are rapid transit; on the surface they are streetcars.

Federal Core Capacity Program presents a unique funding opportunity

- For existing fixed-guideway systems that will experience overcrowding within 10 years
- **Funds up to 80% of project cost**
- **Benefits systems like Muni Metro that need to improve capacity and fix aging infrastructure at the same time**
- SFCTA Prop L Sales Tax plan sets aside money that can be used as local match for this federal grant to increase our competitiveness



BART: \$1,170 million federal grant



Chicago: \$957 million federal grant

Critical State of Good Repair investments that could benefit from a Core Capacity grant

SFMTA's 2023 State of Good Repair Report found that we would need \$424M per year to replace transit critical assets over the next 20 years

Train Control Upgrade Project (TCUP)

- Potential later project phases could benefit from a Core Capacity grant

Rail State of Good Repair

Some costs associated with capacity-enhancing components of :

- Traction power
- Station upgrades
- Rail replacement
- OCS replacement

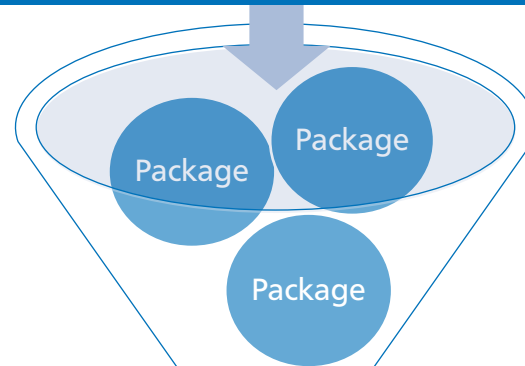


Study process

Outreach:

- Community Working Group meetings
- Muni rider focus groups
- Presentations to interested community groups

Assessment of capacity solutions



Evaluation

We are here

Recommendations

Funding and Implementation Strategy

Core Capacity Grant Program (10-15 years)

Other Recommendations for Longer-Term Future Muni Metro (Vision, >15 years)

Improvement strategies we're studying

Transit lanes and other transit priority upgrades



Better signal priority and preemption



State of Good Repair + capacity work



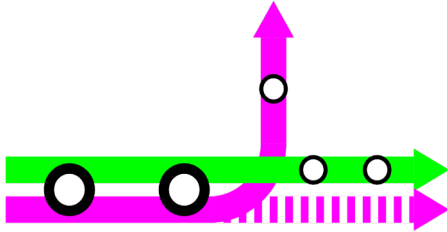
3-car trains



Modern, accessible stops



Route restructuring



Route restructuring: Where are we headed?

- Study is focused primarily on defining a future capital program
- Route restructuring is largely an operational strategy that could be useful in the future to boost other capital-focused capacity strategies
- Study looks at the impact of combining service restructuring with other capital strategies, but that doesn't mean we have to pursue service restructuring.
- We can keep exploring this strategy as we monitor ridership increases and consult more with the community before we take action.

The Study **will not**:

- Result in decisions about whether to restructure lines

The Study **will**:

- Establish future ridership level that, if achieved, would trigger the need for a planning, outreach, and decision-making process. If approved after such a process, route restructuring could then be implemented.
- Analyze benefits and impacts to several different route restructuring concepts
- Define potential mitigations that should accompany any route restructuring

Outreach

- **2023-2024:** Six meetings with 21-member Community Working Group, with at least two more planned in 2025
- **October 2024:** Four Muni Metro rider focus groups in English, Chinese, and Spanish
- **Summer 2025:** Draft recommendations shared for public feedback
- **Ongoing:** As-needed presentations/meetings with community-based organizations
- **Ongoing:** Study webpage, subscriber email updates
- Projects that are recommended by the Study would be further developed with more traditional community-based, corridor-focused outreach

Key feedback we're working on incorporating into Study's recommendations

- **Be visionary** → There is broad agreement on the importance for Muni Metro to continue to serve San Franciscans' mobility needs. The Study should be bold in defining what it will need to ensure its ongoing success.
- **Focus on rider needs** → While the need for capacity does not resonate with most riders, we are pursuing a core capacity program to help fund our State of Good Repair backlog, so we can provide continued reliable service for riders.
- **Plan for multiple future scenarios** → We are preparing multiple growth scenarios to inform our recommendations and will defer more difficult capacity-enhancing strategies to only if or when they are needed.
- **Set future corridor-based outreach up for success** → Instead of "zero-sum" pitting different interests (modes, lines) against one another, frame future outreach broadly to strive for consensus-building
- **Route restructuring should be left as "last resort"** → Study will quantify approximate future year ranges when capacity constraints become large enough to potentially necessitate route restructuring, given different possible growth trajectories.



Study timeline and future

The Muni Metro Capacity Study is just the beginning of a larger planning effort.

Decisions at this stage are about what recommendations and opportunities to continue to explore further.

The Study does not commit the SFMTA to any major expenditures.



-  Circulate draft Study findings and recommendations for public feedback
-  Final report presented to MTAB for acceptance

Thank you!



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