



Muni Metro Capacity Study

Community Working Group Meeting #8

November 12, 2025

Agenda

1. Ice breaker
2. Study recap
3. Outreach recap
4. CWG statement on final Study recommendations
5. Next steps for Study recommendations
6. Post Study outreach and involvement

Study Team and Study Funders

Name	Agency/Firm	Role
Liz Brisson	SFMTA	Project Manager
Mariana Maguire	SFMTA	Outreach/Comms Lead
David Sindel	SFMTA	Deputy Project Manager
Michael Randolph	SFMTA	Planning Support
Erin McMillan	SFMTA	Outreach/Comms Manager
Chester Fung	HNTB	Consultant Project Manager
Dan Tischler	SFCTA	Study Funding Partner
Krute Singa	MTC	Study Funding Partner
Tyler Brown	Caltrans	Study Funding Partner
Stephen Conteh	Caltrans	Study Funding Partner
Esteban Villegas	Caltrans	Study Funding Partner

Ice Breaker

What is one important thing you learned from the Study team or other CWG members during this Study?

Meeting Roadmap

Meeting #1 (November 2, 2023): Introduction

Meeting #2 (November 16, 2023): Project need and potential solutions to be studied

Meeting #3 (May 9, 2024): Structured group discussion about benefits and tradeoffs of potential solutions

Meeting #4 (September 19, 2024): Range of potential packages of improvements and group discussion

Meeting #5 (November 20, 2024): Follow-ups from meeting #4

Meeting #6 (March 20, 2025): New forecasting scenarios, initial Study findings, and Muni Metro rider focus group feedback

Meeting #7 (July 24, 2025): Completion of forecasting, additional Study findings and preliminary recommendations

Meeting #8 (November 12, 2025): outreach recap, CWG statement on final Study recommendations, next steps for Study recommendations, post Study outreach and involvement

Recap: study purpose

The problem: Muni Metro is experiencing

- **Aging pains:** old infrastructure needs renewal
- **Growing pains:** some crowding today and more growth planned

The opportunity: Develop a capital program to address state of good repair and expand Muni Metro capacity over the next 10-15 years **so that we can apply for an FTA Core Capacity grant**



Recap: 10-15-year capital program draft recommendations

1. **Capacity-enhancing upgrades to old infrastructure** such as new light rail track, overhead wires, and traction power
2. **Expanded transit priority infrastructure** such as transit lanes, new traffic signals, expanded signal priority and pre-emption, and potentially crossing gates
3. **Upgrade infrastructure to accommodate 3-car trains** for the N Judah line and the M Ocean View between Downtown and SF State*
 - **Boarding infrastructure for 3-car trains, including upgrades to station accessibility**
 - **Infrastructure to provide operational flexibility** to operate different service patterns in the future (enable 3-car service between Downtown and SF State and J Church extension to Stonestown)

*We recommend continuing to advance this strategy, although implementation could be deferred if ridership growth is in the low range of our future forecasts

Draft recommendations outreach

- **Project update to Study email/text subscribers**
 - Notified about availability of StoryMap website and opportunity to invite Study team to present to groups
 - Email forwarded to key stakeholders
- **StoryMap website**
 - >2,000 people viewed the StoryMap in four languages (English, Chinese, Spanish, Filipino)
 - Feedback form was open for one month; 22 people sent feedback
- **Presentations to interested groups:**
 - September 15, 2025: SaveMuni
 - September 18, 2025: SFMTA Multi-modal Accessibility Advisory Committee
 - October 1, 2025: Senior Disability Action
 - November 6, 2025: SFMTA Citizens Advisory Committee
 - November 11, 2025: Merced Extension Triangle Neighborhood Association

Respondents understood information presented

Responses to "Do you feel you understand the information presented?" (n=22)



Likes:

"Great to have visuals; really descriptive explanations; nice to have reasoning along with proposed alternatives."

"The presentation was in plain English and organized in a way that was logical and easy to understand."

"The pros and the cons were clearly laid out."

Dislikes:

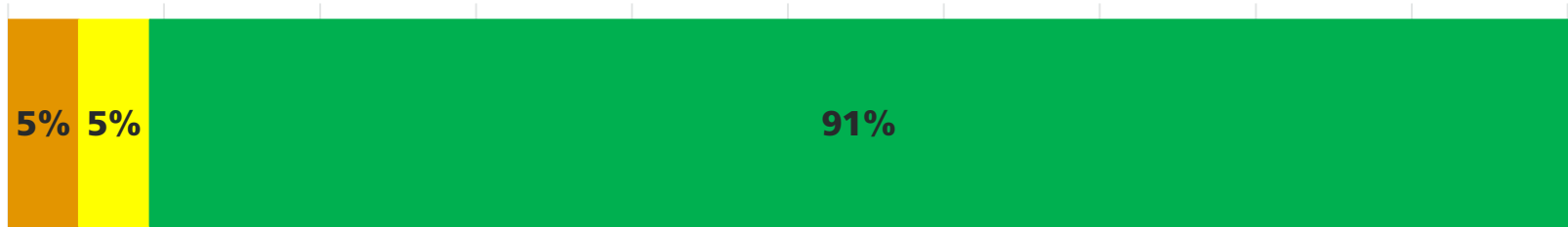
"Nothing."

"Unclear what the metrics by which success for this project should be measured, and how that affects the strategies."

"The juicy details are in the appendix, which nobody reads."

Respondents understood Study goals

Responses to "We are doing this Study now because Muni Metro infrastructure is old and needs to be upgraded. Muni Metro also needs to be able to expand to serve more riders. Do you feel this was clear in the materials presented?"
(n=22)



Responses to "We also want to position the SFMTA to get critical funds for Muni Metro improvements. Do you feel this was clear in the materials presented?"
(n=22)



■ No ■ Somewhat ■ Yes

Feedback: Capacity-enhancing upgrades to old infrastructure

- Strong support for these elements and their importance in ensuring future reliability of trips on Muni Metro.
- Concerns about disruption from construction, especially around lines being replaced with buses for long periods.

Example responses

How could these upgrades help you?

"More frequent trains, less crowding, faster rides."

"Upgrading old infrastructure improves system reliability and could perhaps make wait times more accurate to the schedule."

What concerns about these upgrades do you have?

"Construction causes delays in service while the construction is being done. Buses might have to be substituted for the light rail vehicles. This can result in slower, less frequent service on lines until the upgrades are completed."

Feedback: Expanded transit priority infrastructure

- Some respondents strongly supported these elements. Some others indicated they do not think they are necessary in all parts of the system, or that they not be effective.

Example responses

How could these upgrades help you?

"Why should a train with 100 people in it have to wait for a red light???"

"More consistent service along street-level corridors; better control of train spacing and perhaps more frequent trains."

What concerns about these upgrades do you have?

"...transit lanes are not necessary in all parts of the city... It just delays everything for drivers having only one lane of traffic, and it's irritating when the transit only lane is empty, and the trains only run every 8-12-15 minutes."

Feedback: 3-car trains

- Support for the potential of this strategy to alleviate crowding
- N Judah riders reporting crowded conditions today and negative memories of severe overcrowding pre-pandemic.

Example responses

How could these upgrades help you?

"I've been on some pretty crowded Ns; it'd be much more comfortable to get around the Sunset if the trains were longer!"

"It will be nice to see 3 car trains so that Muni trains utilize the Market Street Subway's capacity and large platforms better."

What concerns about these upgrades do you have?

"Creating 3-car trains with boarding islands will remove a substantial amount of parking in communities that don't have enough parking as it is. SFMTA will need to do extensive, well publicized outreach to the residents who will lose parking."

Feedback: 3-car trains – boarding infrastructure

- Strong support for improved accessibility and safety of stops
- For the N Judah, some respondents wanted to see high-platforms for all-door level boarding. Others expressed concern that even the recommended less-impactful sidewalk-level platforms would create significant tradeoffs with parking loss for adjacent businesses.

Example responses

How could these upgrades help you?

“Longer boarding islands feel safer and would provide me and other riders with more space.”

“I push a stroller, so boarding platforms are super important for me.”

What concerns about these upgrades do you have?

“I’m concerned that dwell times will be too long and I wish Muni was doing level boarding everywhere.”

“Will it be a huge fight to get the street space necessary?”

Feedback: 3-car trains – infrastructure to provide flexibility to operate different service patterns in the future

- Many respondents liked the idea of enabling a future extension of the J Church to Stonestown, opening up new opportunities for one-seat rides
- Respondents noted a desire for increased frequency on the J Church, but worried that extending the J Church without more frequency could create longer wait times for riders

Example responses

How could these upgrades help you?

"Help get people to other parts of the city they otherwise couldn't."

"I live on the J in Noe Valley. I would ride to Stonestown to go shopping with a 1-seat ride."

What concerns about these upgrades do you have?

"[I]f the J Church were extended, SFMTA would need to add more trains so that the wait time at any particular stop would not increase. Would not want the J Church to run less frequently or require transfers, both of which would be unacceptable."

Feedback: non-strategy specific

- Concerns that the community outreach process could slow down or water down needed improvements.
- Requests for system expansion and placing lines underground (both outside the scope of this study)

Example responses

"Is there no way to think about going underground with the Muni - in particular the Sunset? All major cities seem to have that infrastructure. It would be amazing to take the Muni in on Judah underground and allow for the current tracks to be a beautiful promenade to the ocean."

"I'm concerned that Muni will focus too much on the community engagement and it will deliver these upgrades too slowly and too costly."

"They will get bogged down in endless process and never happen."

Feedback from meetings

- Support for three-car trains, especially for the N Judah
- Support for infrastructure to enable future extension of J Church
- Concern that operating M Short and M Long could be confusing for some riders
- Interest in coupling as a strategy to increase capacity
- Support for making more stops accessible
- Opinions expressing both that ridership forecasts were too high and too low

CWG statement on Study recommendations

- Study team will present the final report to the SFMTA Board for acceptance in December, 2025
- Accepting the final report does not commit SFMTA to implement any projects
- Study has benefited greatly from CWG's thoughtful guidance
- Would like to document the importance of this process in a statement to SFMTA Board
- We don't expect every CWG member to necessarily support every recommendation, but seeking areas of universal agreement, potentially:
 1. Study went through a good process
 2. Benefits and potential downsides of each strategy are well-articulated

CWG statement next steps

Today

- ☐ Identify about two volunteers to draft statement and to speak to at SFMTA Board meeting
- ☐ Discuss areas of universal agreement to include in statement

In November

- ☐ Volunteers draft letter and circulate for all CWG member review
- ☐ CWG members review/comment/agree to sign
- ☐ Send to SFMTA Board members before meeting
- ☐ At least one CWG member delivers statement at Board (all CWG members are also welcome to speak as individuals in general public comment)

Next steps for Study recommendations

1. Better define capacity-enhancing state of good repair scope
2. Recommendations would be advanced via two to three discrete projects:
 - **N Judah Core Capacity Project** (combined with replacement of old track west of Arguello)
 - **M Ocean View Core Capacity Project** (combined with replacement of old track, much of track between St. Francis Circle and Balboa Park)
 - Potentially, a third project depending on scope of capacity-enhancing upgrades to old infrastructure

Requirements by phase for Core Capacity Capital Investment Grant (CIG) program

CIG Phase	Requirements	Notes for SFMTA's program
Pre-Project Development (typical duration: two years)	☐ Confirm full scope of project ☐ Include in fiscally constrained metropolitan transportation plan (complete) ☐ Secure funding commitments for next phase ☐ Begin environmental review	Before we are ready to enter the pipeline, we would need to further define the infrastructure included in Recommendation 1: Upgrade old infrastructure to enhance capacity, begin environmental review and begin the project planning and outreach process.
Project Development (typical duration: two years)	☐ Complete environmental review ☐ Obtain partial local funding match commitments ☐ Complete 30% engineering and design ☐ Develop detailed cost estimate	Before completing this phase, the SFMTA Board would need to approve parking and traffic legislation, serving as the project approval action that concludes the environmental phase.
Engineering (typical duration three years)	☐ Complete engineering and design ☐ Obtain full local funding match commitments	
Construction (typical duration: varies)	☐ Obtain Full Funding Grant Agreement ☐ Complete construction	Construction would be delivered at the same time as planned replacement of old track along the N Judah and M Ocean View, beginning with the N Judah that may begin construction in the mid-to-late 2030s.

Post Study outreach and engagement

Your perspectives can help shape project implementation because you understand how different recommendations work together to solve system-wide needs.

How can we keep you engaged in project-level outreach?

- ☐ Consider re-convening at select milestones?
- ☐ Email updates at select milestones?
- ☐ Other?

Thank you!



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