



SFMTA



# Transit Update

Citizens' Advisory Council

May 7, 2026



# Transit Update

Muni by the numbers

Muni service update

Potrero Yard Satellite Operations

Maintenance of Way Overview

Fix It! Week: Cameron Beach Yard

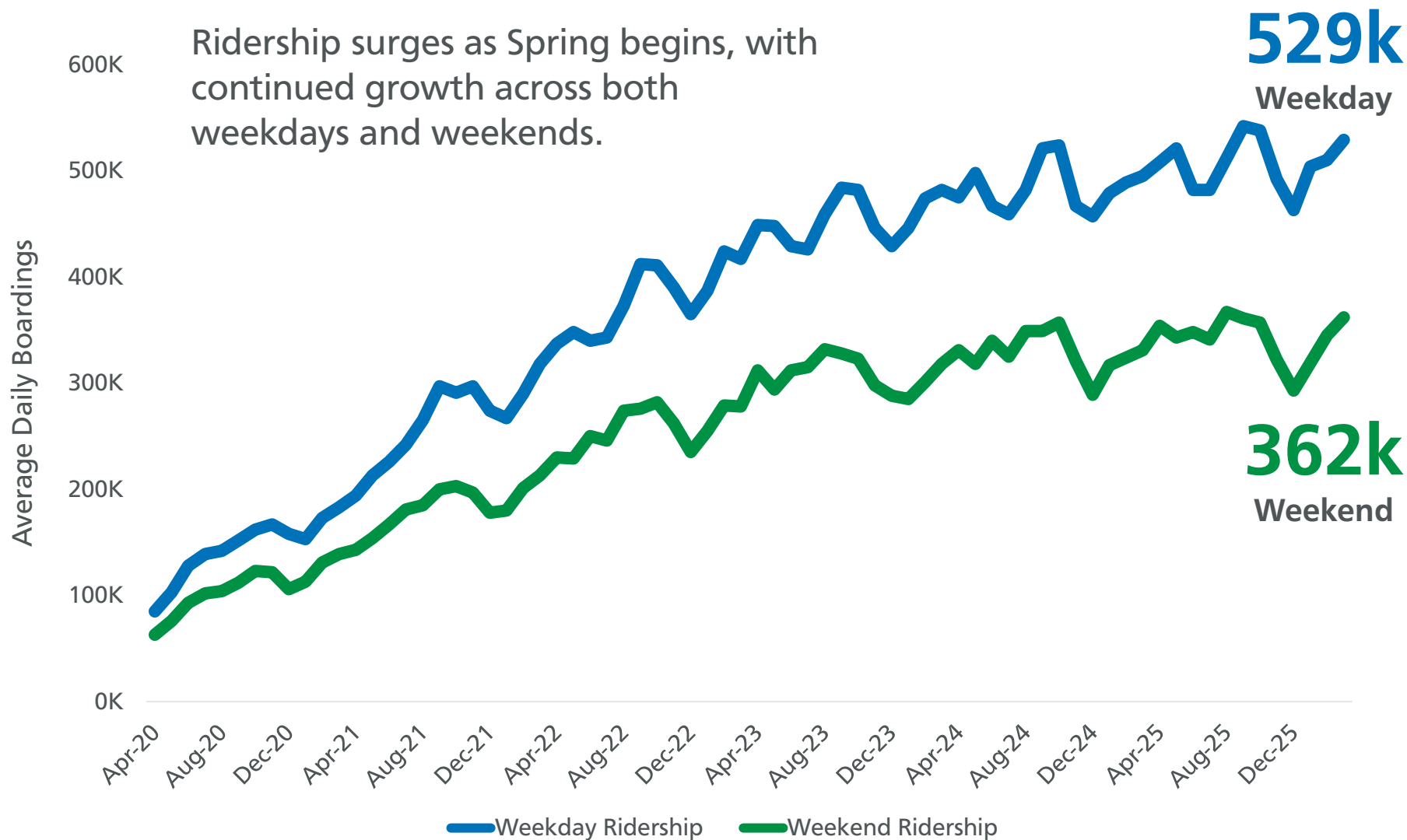
Ongoing Challenges

Fixed Guideway Capital Program



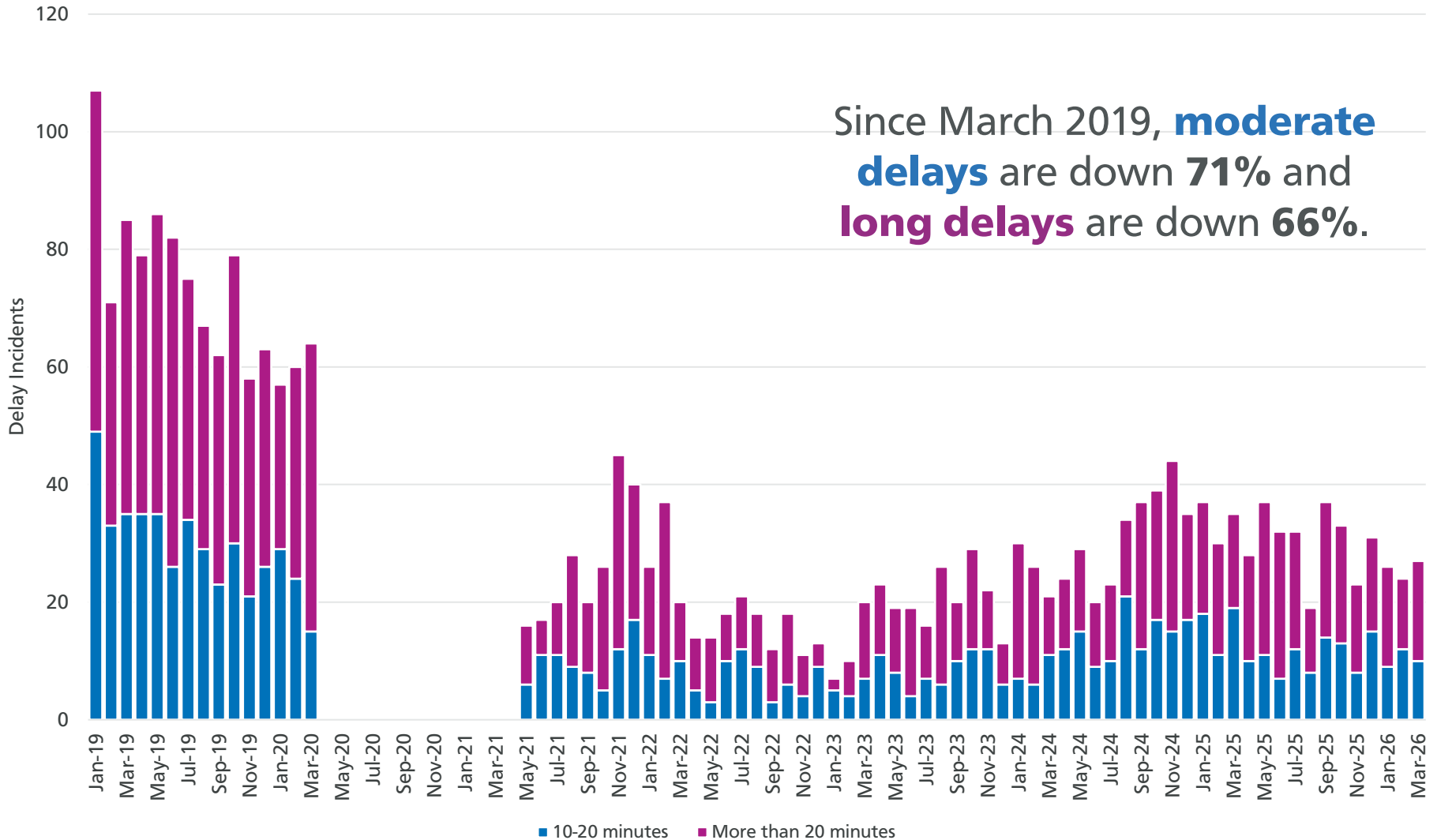
# Muni by the Numbers

# March Weekday and Weekend Ridership



Note: Excludes cable car and streetcar.

# 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.

# Muni Service Update



# Muni Rider Survey Results



- 78% of Muni riders rated Muni service as excellent or good!
- This is six points higher than our 2024 overall satisfaction rating, which was already a historic high.

# Summer Muni Service Planning

## Operational Savings

- Continued identification of schedule efficiencies that have no impact on customer experience
- Focus on Muni Metro schedules that reduce operating costs



# Summer Muni Service Changes

Effective: Saturday, June 6, 2026

## Crowding adjustments

5R Fulton Rapid  
14 Mission (Owl)

## Schedule improvements

to reduce travel times  
and improve reliability

5R Fulton Rapid  
12 Folsom  
37 Corbett  
54 Felton  
T Third

## Route and bus stop changes

to respond to operator  
feedback and improve  
the customer experience

14R Mission Rapid  
19 Polk  
28 19<sup>th</sup> Avenue  
30 Stockton  
31 Balboa  
35 Eureka  
37 Corbett  
48 Quintara/24<sup>th</sup> St  
58 Lake Merced  
91 3<sup>rd</sup> St/19<sup>th</sup> Ave Owl  
K Ingleside Bus  
L Owl



# Potrero Yard Closure Collaboration

To make way for the Potrero Yard Modernization Project, we closed the yard and ended revenue operations in February.

During this transition, teams across the Transit Division came together to prepare and execute innovative solutions to maintain trolley coaches and sustain uninterrupted service for the closure's duration.



# Satellite Operations During Potrero Yard Closure



## New Facility Sites

Set up MME 4 Acres and Islais Creek Satellite (aka Marin Yard) to maintain Potrero's trolley coaches and deliver service



## Charging Infrastructure

Designed and constructed trolley charging infrastructure inside an active rail yard at MME to maintain battery life of trolley coaches



## Off-wire Trolley Operations

Created operations plan to maintain service capacities, leveraging off-wire capabilities to run trolley coach service out of facility with no overhead

# Maintenance of Way (MOW) Overview



# Maintenance of Way (MOW)

MOW is responsible for the upkeep, repair, and overall maintenance of all SFMTA's fixed transit infrastructure and facilities.

Facilities  
Maintenance

Cable Car  
Propulsion  
Systems

Cable Car  
Trackway

Light Rail  
Trackway

Custodial  
Services

Overhead  
Lines

Motive  
Power

Signal  
Maintenance

Maintenance  
Engineering

Digital  
Systems

Subway  
Station  
Maintenance

Mechanical  
Systems

# MOW by the Numbers

Over **350** employees

Over **25** properties (including numerous building systems such as fire and life safety systems)

Approximately **90** track miles

**4** tunnels, **12** subway stations

**500** miles of overhead lines (OCS), **28** substations

**94** vertical transportation units

Over **1,200** shelters/boarding islands

Train control, digital and signaling systems

# Major Initiatives: Fix It! Week

The Fix It! Week initiative is a successful model that uses off-peak work windows to deliver more complex, time demanding preventative and repair activities.

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Fix It! Week has been in place for over 7 years

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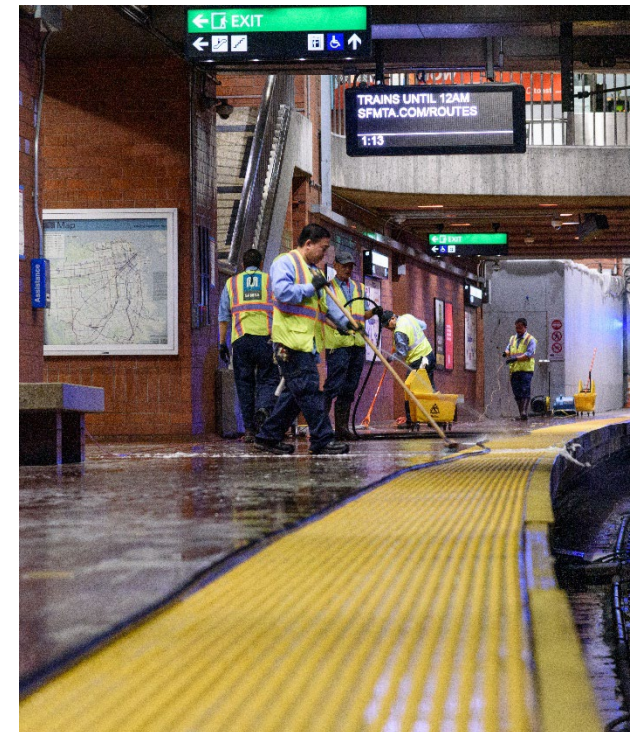
Applied Subway best practices to surface corridors and Muni operation facilities

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MOW continues to target quarterly Fix It! Weeks

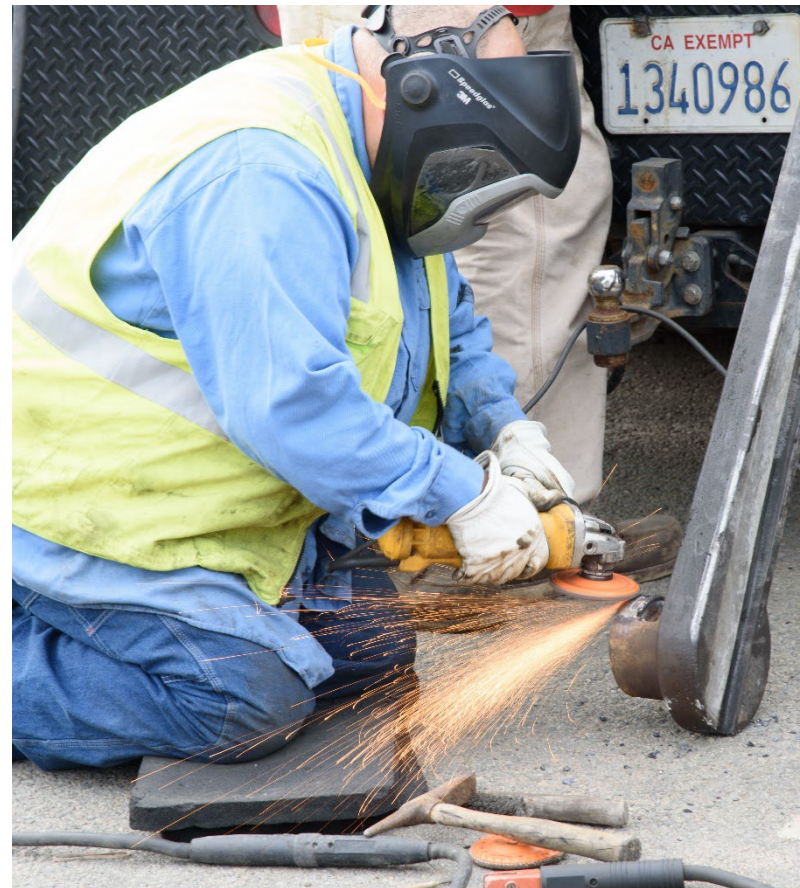
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Planning next Fix It! Week in the Spring/Summer 2026



# Spotlight: Fix It! Week Cameron Beach Yard

First Fix It! Week at an operations yard in February 2026





**CAMERON  
BEACH  
YARD**

12

11

10

9

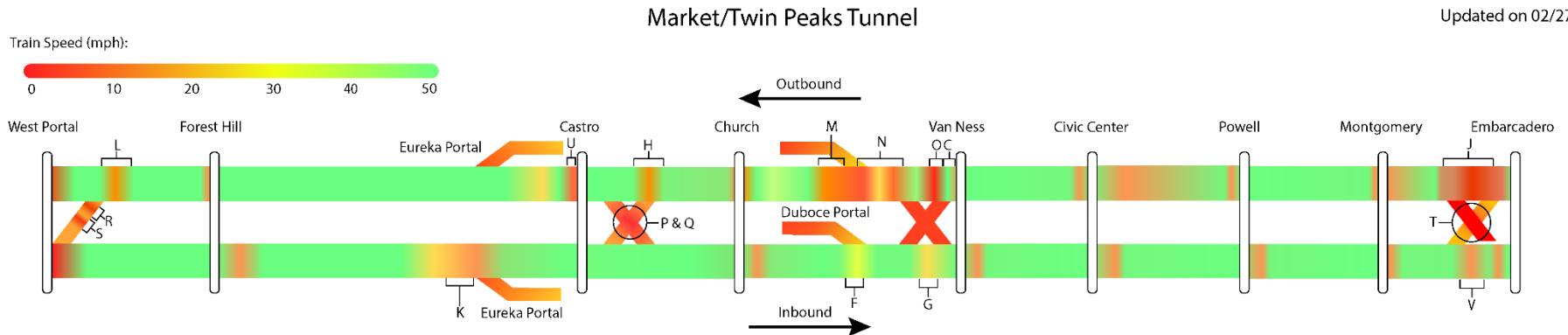
8

7

# Ongoing Challenges

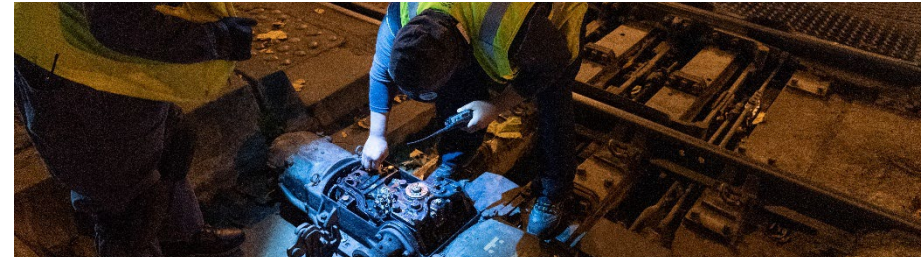
Muni operates on numerous legacy systems and infrastructure, many of which exceed 50 years in age. Our asset replacement backlog far exceeds our capital reinvestment – making our system particularly vulnerable without appropriate level of investment.

- Increased **risk of failure**
- Higher maintenance **costs**
- Reliability and **service impacts**
- **Safety** risks
- **Limited** system **capacity**
- **Incompatibility** with modern technology
- Deferred maintenance **backlog**
- Construction and service **coordination challenges**
- **Workforce and knowledge gaps**
- Climate and **environmental vulnerability**

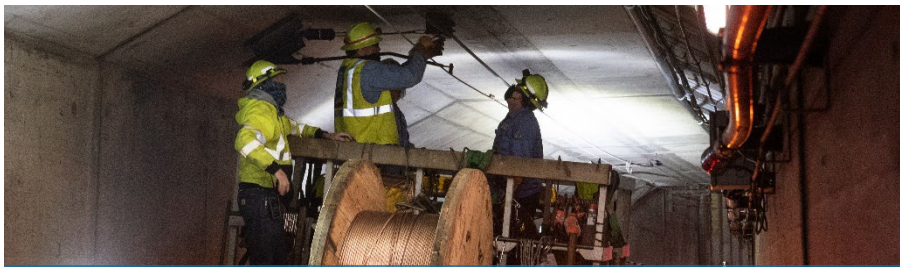


# Fixed Guideway Capital Program

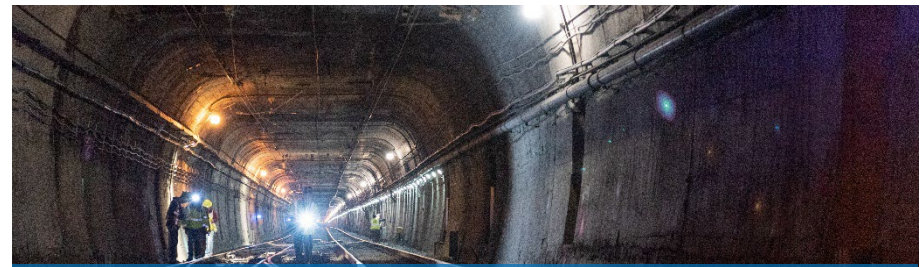
Next five years  
of projects  
focus on core systems



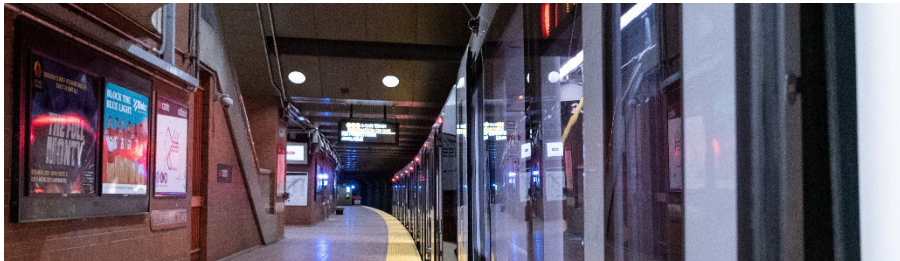
Track and Wayside Equipment



Traction Power



Tunnel Safety and Resiliency



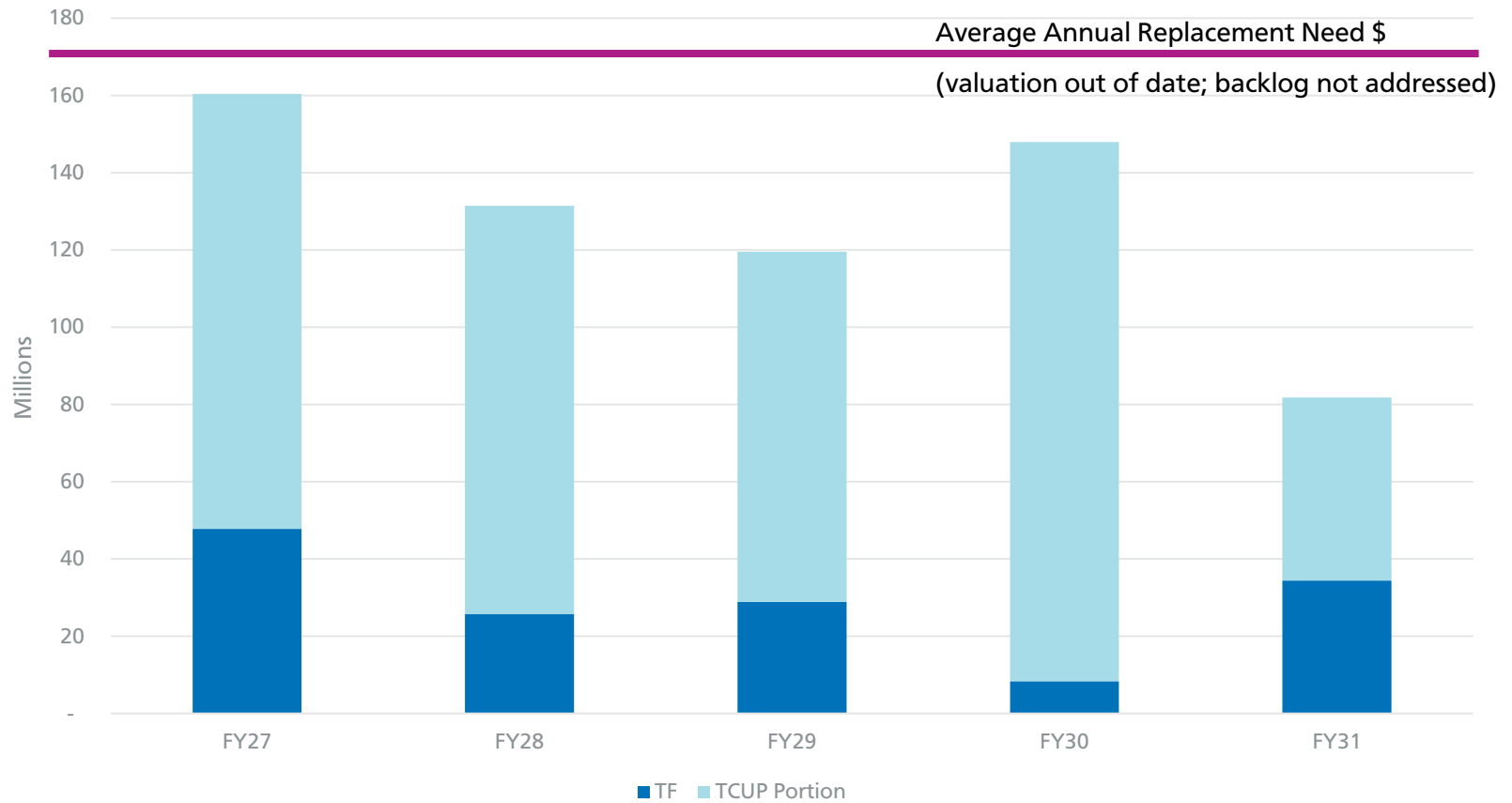
Station Enhancements



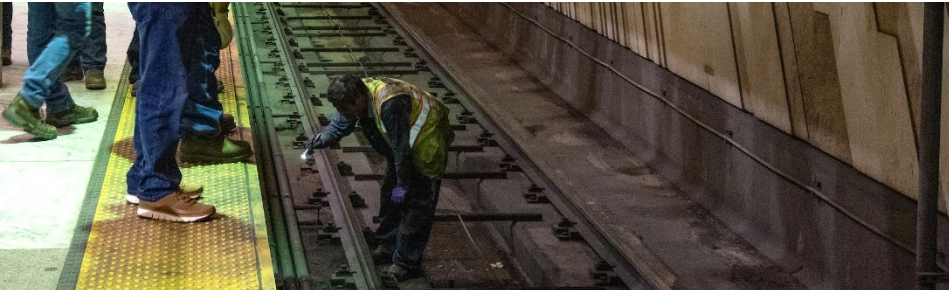
Train Control Upgrades

# Fixed Guideway Capital Program

TF Funding Programming



# Fixed Guideway Delivery Principles



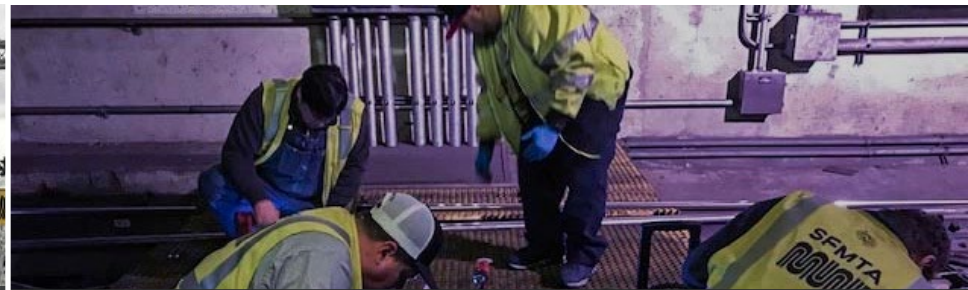
Commit to Lifecycle Management



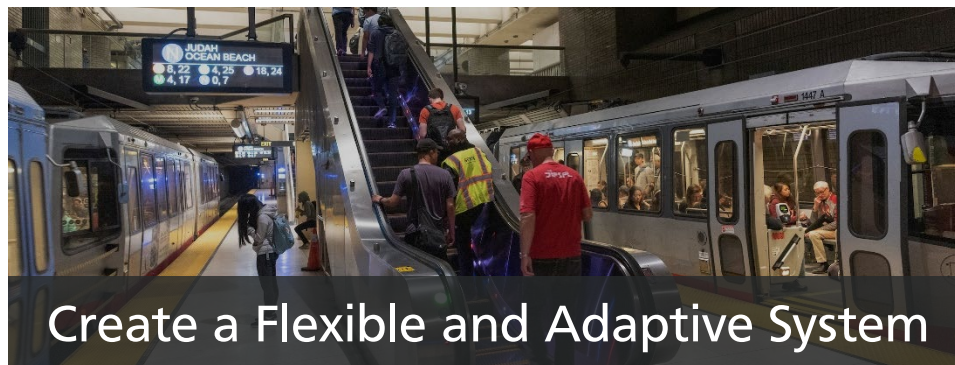
Prioritize the Customer Experience



Build in Resiliency and Redundancy



Right-size Project Delivery

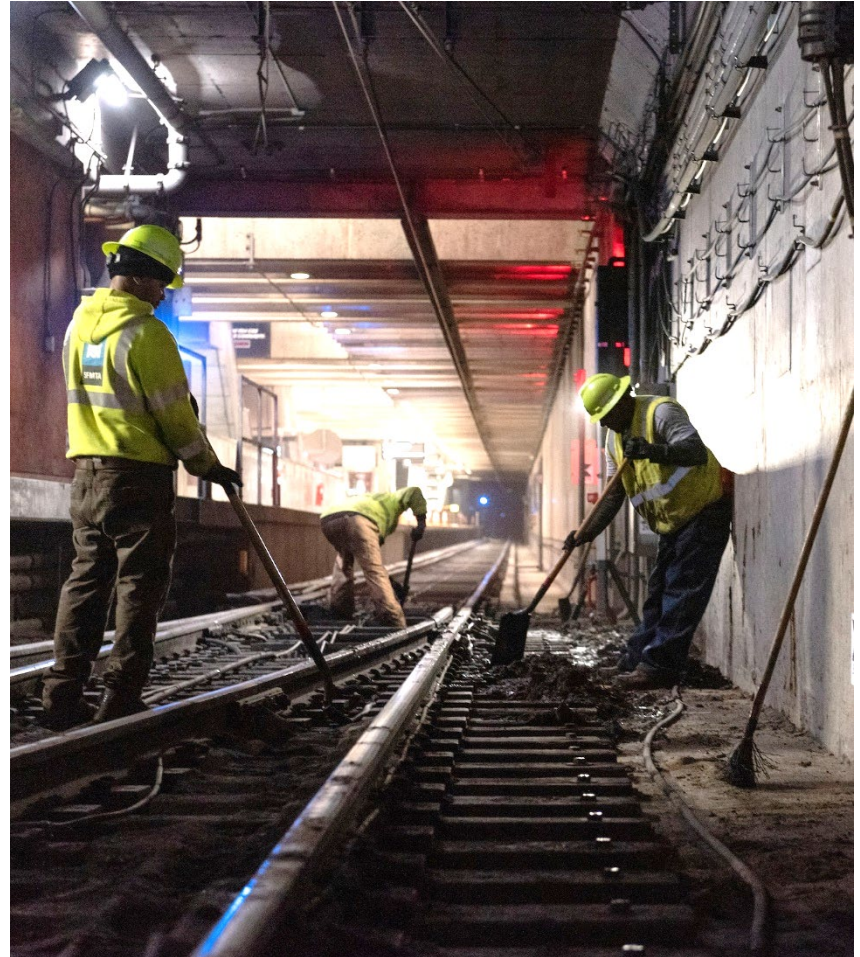


Create a Flexible and Adaptive System

# Future Investment, Planning and Prioritization

Sustaining and modernizing Muni's fixed guideway network requires:

- A step change in long-term funding that matches the true scale of lifecycle needs
- Coordination across multiple system, major asset classes and other capital programs
- Reinvestment at the corridor level based on service demands
- Prioritization based on our understanding of condition



# Key Takeaways

**We're doing great work on a limited budget.**

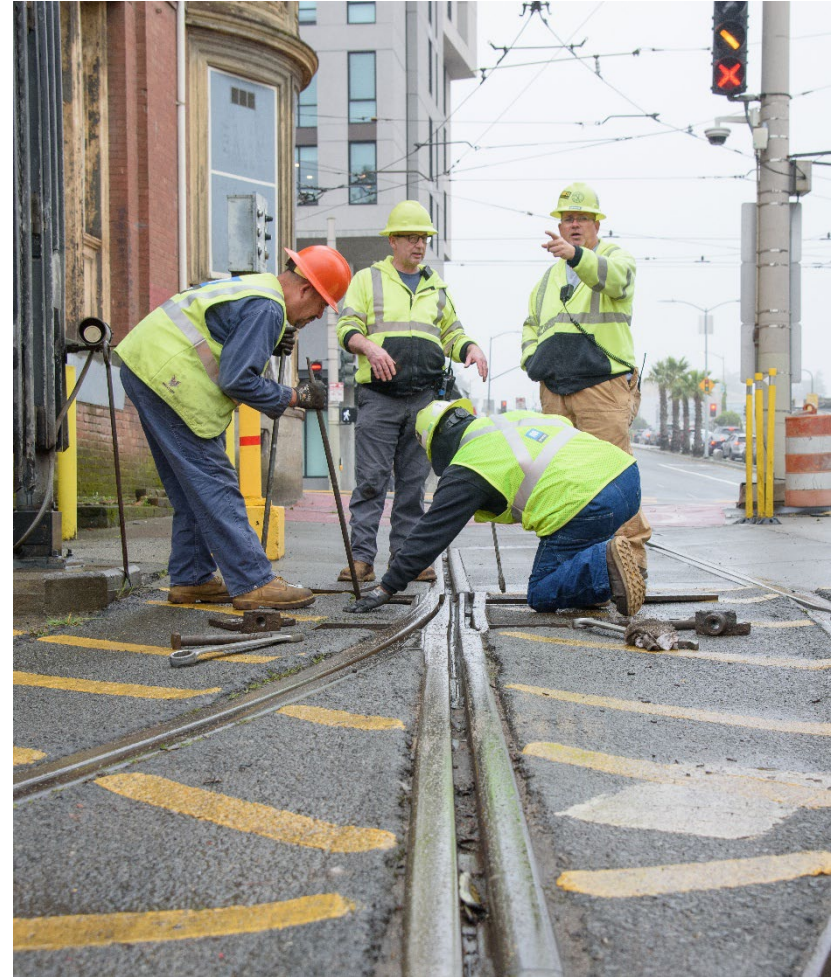
- Muni riders feel the impact of the great work we're doing.

**But we still face challenges.**

- Muni's infrastructure is vulnerable. Numerous legacy systems and infrastructure have exceeded 50 years in age (or will soon).

**And we need to do more.**

- We're working to better understand the full replacement value for our assets.
- We're developing a 10-year capital investment strategy for the program, which will need to be funded in the coming years.



# Thank You

