

From: [Howard](#)
To: [rachel.hiatt](#); [Kennedy, Sean \(MTA\)](#); [Board of Supervisors \(BOS\)](#); [Carroll, John \(BOS\)](#)
Cc: [MTABoard@SFMTA.com](#); [Silva, Christine \(MTA\)](#); [Kirschbaum, Julie \(MTA\)](#); [Jones, Brent \(MTA\)](#); [Wise, Viktoriya \(MTA\)](#); [info@sfcta.org](#); [tilly.chang@sfcta.org](#); [Clerk@sfcta.org](#); [cac@sfcta.org](#); [cac@sfmta.com](#)
Subject: CENTRAL SUBWAY EXTENSION: LOW PRIORITY + COMMENTS/ DATA (for public record)
Date: Thursday, January 29, 2026 4:26:29 PM
Attachments: [CHARTS TAR August2911.YYYYYYYYYYYY.pdf](#)
[0A---NORTH BEACH BUSINESS ASSOCIATION LETTER 9-21-19.pdf](#)
[0A--THD LETTER---Central Subway Extension 1-20.pdf](#)
[0A---BATWG LETTER 11-20-19.docx](#)
[0A---D3DC RESOLUTION---Central Subway Extension Study 9-19 XXXXXXXXX.pdf](#)
[0-CASE STUDY 3--Central Subway Boondoggle 4-1-15 XXXXXXXXXXXXXXXXXXXX.pdf](#)
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CENTRAL SUBWAY EXTENSION: LOW (BAD) PRIORITY

ATTACHED: PAST COMMENTS/ DATA (FOR PUBLIC RECORDS)

GENERAL: Most San Franciscans want better transit in their own neighborhoods. Most voters want transit funding spread out to the west, south and marginalized communities---not just to the northeast quadrant nor a 1-mile-long subway. Although T-ridership has increased to Chase Center and Mission Bay, Central Subway stations remain at low ridership numbers---far below the numbers that justified the \$1,6 billion (now \$2 billion) project. Few new riders---most people still ride the #8, 30, 45 buses. Tourists love riding the cable cars and F-Line to Fisherman’s Wharf---better to increase frequency and evening/ weekend hours.

FOR A WORLD-CLASS CITYWIDE MUNI SYSTEM, SFMTA needs to spread the money to neglected western/ southern neighborhoods, marginalized communities, and “transit deserts. And continue integration of regional transit---for a connected Bay Area.

NORTHEAST SF ALREADY HAS THE HIGHEST TRANSIT DENSITY



in the city (perhaps in the country) with 46 distinct lines---including buses (10 lines), electric trolleys (2), cable cars (3), historic streetcars, Metro light rail (7)---plus regional BART rail (7), ferries (13), and Marin buses (3). With ongoing Muni structural budget deficits, every dollar must go to support existing lines---while continuing to improve efficiency, reliability, safety, cleanliness, and customer service. The rest of SF needs transit funding more than the northeast quadrant.

PRIORITY BIG INFRASTRUCTURE PROJECTS, in progress and for the long-term, include those with the greatest citywide and regional benefits:

MUNI'S TRAIN CONTROL UPGRADE PROJECT: A once-in-a-generation modernization of the Muni Metro system (underground and on-street) ---enabling more reliable, faster, higher-frequency, higher-capacity Muni Metro service throughout San Francisco.

TJPA'S PORTAL (SF DOWNTOWN CALTRAIN EXTENSION): A regional Tier 1 transportation/ multi-modal hub---connecting 11 regional transit operators.

Environmentally cleared and in the engineering phase. The surface 1-million-square-foot Transit Center and underground train box have already been constructed---along with a 5.4-acre rooftop public park. Of the \$8 billion cost, the project is nearly two-thirds funded. TJPA is working towards a Full Funding Grant Agreement (FFGA) with the federal government.

WATERFRONT RESILIAENCE PLAN: The beginnings of waterfront/ shoreline protections from sea level rise, climate change, storm surges and rising coastal ground water---protecting a large swath of San Francisco's architecture, culture, economy, and history. Of the estimated \$13 billion total cost, SF bonds and state/ federal grants have seeded studies, engineering, and high-priority safety projects.



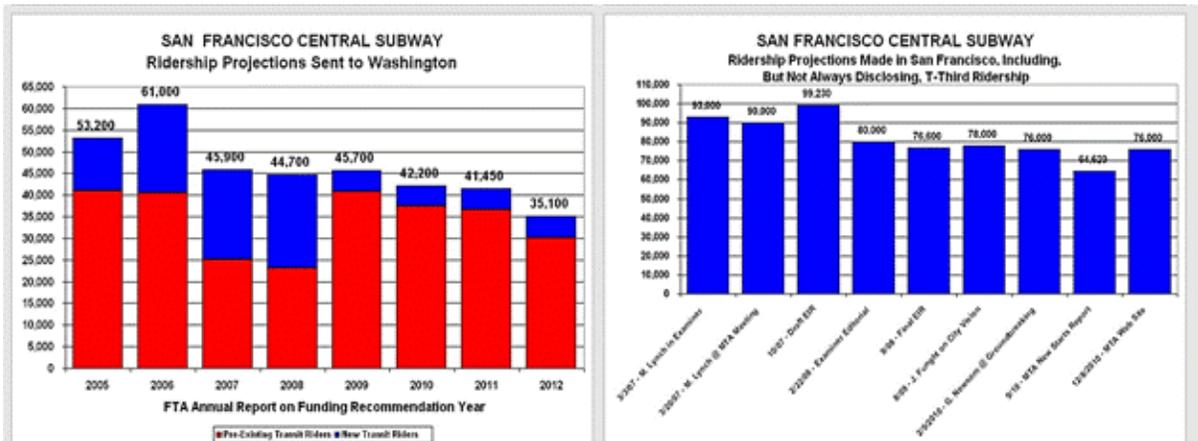
REGIONAL TRANSIT MEASURE 2026: Signature-gathering to save

public transit: Sign up for updates on the citizen initiative campaign
https://docs.google.com/forms/d/e/1FAIpQLSc_IPGLhk4p7dAoKNhLZ9zuWnc8_pFsV38wvTSbRvGVWVGJ9IQ/viewform
ABOUT THE REGIONAL MEASURE: <https://contracostaherald.com/connect-bay-area-campaign-raises-nearly-3-million-to-support-signature-gathering-for-regional-transit-tax-measure/>

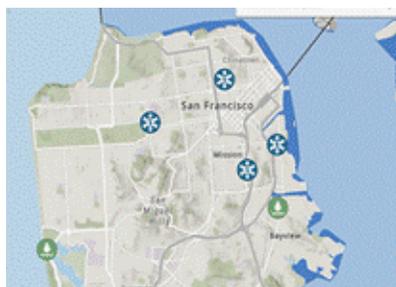
CENTRAL SUBWAY: Alarming talk about extension (spending billions of dollars more) just before elections

LAND USE & TRANSPORTATION COMMITTEE: Monday, January 26, 2026, 1:30 PM at City Hall Rm. 250 https://sfbos.org/sites/default/files/lut012626_agenda.pdf Item 8 --[Hearing - Central Subway Performance and Extension Plans] Sponsor: Sauter Hearing on the status and performance of the Central Subway, including ridership, station conditions, train frequencies and reliability, and future plans for extension; and requesting the Municipal Transportation Agency to report.

GENERAL: Bad optics to talk about Central Subway extension (spending billions of dollars more) ---when voters are about to vote on new taxes. Muni has long-term structural budget deficits, even if voters approve transit funding measures. The Central Subway has already taken \$2 billion from the rest of the Muni system—causing citywide service cuts, eliminated bus lines, shortened routes, deferred maintenance and infrastructure upgrades. The subway has never met new ridership projections, and most riders are merely diverted from the #8, 30 and 45 bus lines. Some Muni bus stops have more daily riders than Central Subway stations. The subway has one of the highest operating costs per rider. Its \$15 million annual operating budget could restore multiple bus lines.



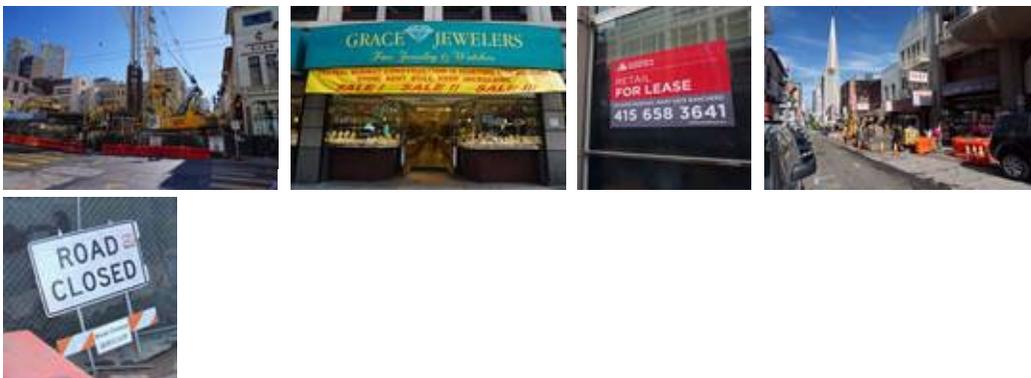
ACCURATE DATA NEEDED: Final costs of the 1.7-mile Central Subway need to be tabulated---accounting for legal settlements, litigation costs, water leak repairs, elevator/escalator repairs, and costs covered elsewhere. The long-term status of the waterproofing system needs clarification---in conditions of high hydraulic pressures.





CENTRAL SUBWAY EXTENSION RISING COSTS: It makes no sense to extend a subway into waterfront flood zones---seevise, storm surges, tsunami waves, rising coastal groundwater, and high construction/ operating/ maintenance costs.

BETTER TRANSIT PROJECTS: In the 15-30 years it takes to build a subway, transit technology will have been transformed. Think 24/7 micro-transit, autonomous mobility, water taxis---with flexibility to circumvent flooding. All funding should prevent Muni service cuts/ layoffs, augment bus/ cable car/ streetcar lines/ digital technology, invest in maintenance and state of good repairs. Restore eliminated bus lines, like the 15-Kearny, 41-Union, 20-Columbus, 3-Jackson, 26 Valencia, 47-Van Ness, E-Line... Restore shortened bus lines: 5-Fulton, 6-Hayes/ Parnassus, 9-San Bruno, 21-Hayes, and 31-Balboa. Cheaper and effective projects include a free northeast shuttle bus loop and extension of the F-Line to the Marina.



NO MORE CONSTRUCTION IMPACTS ON BUSINESSES: Chinatown/ Downtown/ Union Square businesses have yet to recover from years of Central Subway construction. North Beach, Russian Hill, and Fisherman's Wharf can avoid crippling impacts with the next generation of transit/ mobility.

MISSION LOCAL: The Central Subway will cripple Muni for years to come (9-12-22): <https://missionlocal.org/2022/09/central-subway-san-francisco-buttigieg-toonerville-trolley/>

EXAMINER: An S.F. transit tragedy: the Central Subway saves no time https://www.sfexaminer.com/our_sections/forum/a-sf-transit-tragedy-the-central-subway-saves-no-time/article_404310fa-9858-11ed-b836-6fa9a4b5a5ac.html If you're not on Google, do you really exist? This is the question facing the Central Subway, San Francisco's newest transit line. In my experience, it is almost impossible to get Google Maps to show the line as a means to travel from point A to point B. Which begs another question: Could the unsparing judgment of algorithms be the undoing of decades of politicking and planning that led to the subway's creation?

* * * * *

Howard Wong, AIA



Charts of SAN FRANCISCO CENTRAL SUBWAY PROJECT

August 29, 2011

Financial Charts prepared for SaveMuni.com by
Tom Rubin , CPA

Trip Time charts prepared for SaveMuni.com by Howard Strassner

Guide to Central Subway Charts

The attached financial charts and ridership projections were prepared by SaveMuni.com using data developed by the Federal Transportation Administration (FTA) and by the San Francisco MTA. Please take a minute to review them. There are 13 in all and they are mostly self-explanatory. They tell a shocking story. As you look through the charts, please keep the following in mind:

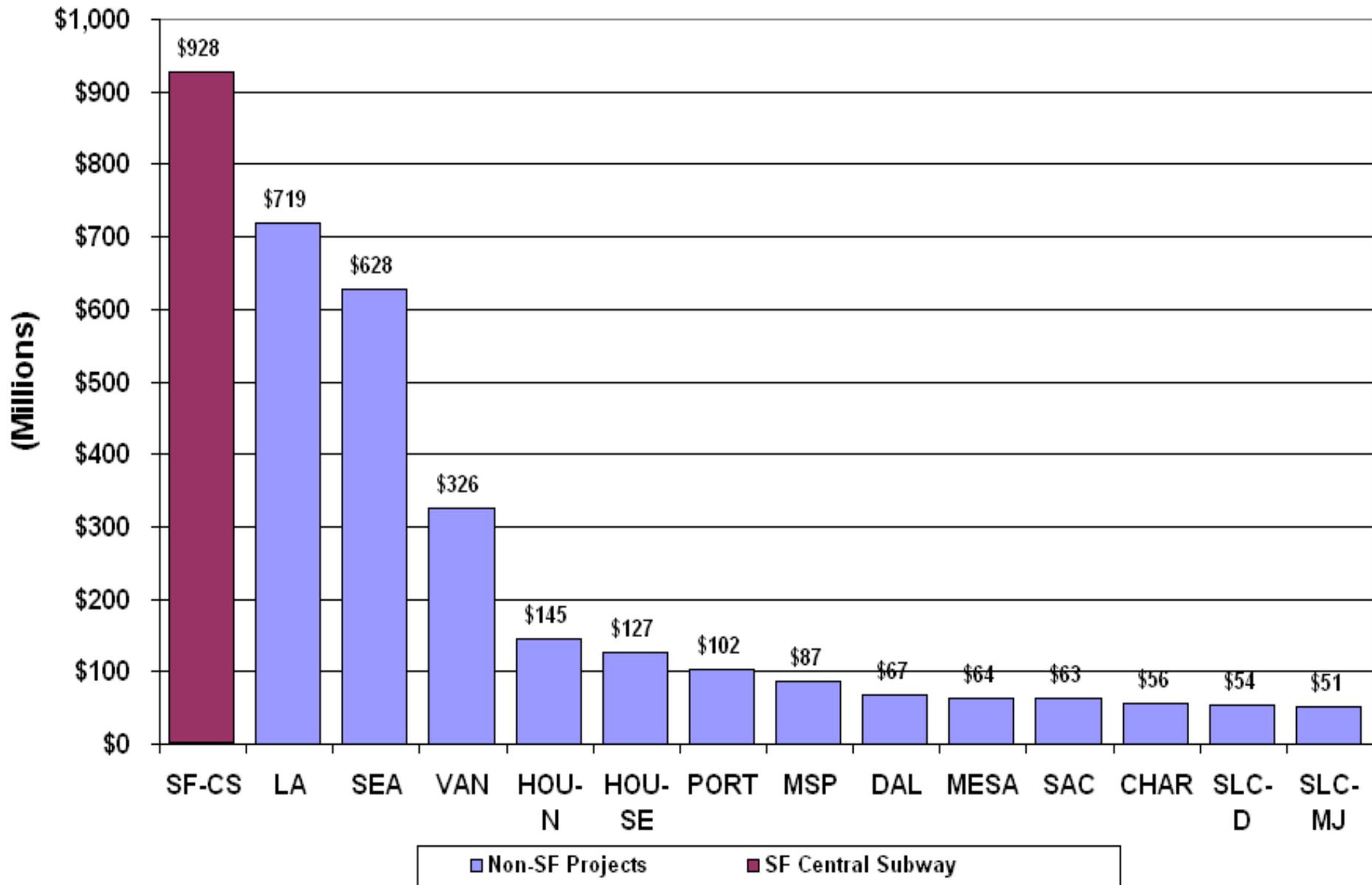
- Capital Cost and Ridership Comparisons*: The first three charts compare the Central Subway project to other light rail projects. The data used in these charts came from the FTA website.
- 2030 Capital Cost Projections*: The figures came from the San Francisco Proposition K Voters Handbook and from MTA's annual New Starts reports to the FTA.
- 2030 Operating Cost Projections*: The future Muni operating costs came from the EIR/EIS and from the MTA's annual New Starts reports to the FTA. Note the difference between what the MTA told the FTA and what it told San Francisco's elected officials and public.
- 2030 Ridership Projections sent to Washington*: These figures also came from MTA's annual New Starts reports. According to EIR/EIS Table 3-9, by 2030 only 8,000 riders a day are projected to use Chinatown's Washington & Stockton Street station. Yet according to MTA Planning, today's Stockton Street bus lines carry over 76,000 riders a day. Note also that the MTA's 2012 New Starts report projects that only 5,000 new Muni riders a day would be attracted by the subway.
- 2030 Ridership Claims made Locally: Note the difference between what the MTA told the FTA and what it told San Francisco's elected officials and public.
- Trip Time Comparisons: It was necessary to compare bus trip times with subway trip times because the MTA habitually wrote about and talked about only on-board subway travel times. The never-mentioned extra walking, waiting and transfer times associated with Central Subway travel account for the subway's dismally low projected ridership.
- Cumulative Operating Losses*: The chart showing Muni's cumulative losses without the Central Subway was developed from MTA Financial Director Sonali Bose's February 15, 2011 letter to her Board. The chart showing the additional Muni losses caused by the Central Subway was developed from the MTA's New Starts reports.
- Funding Recapture Chart*: Note that the savings depicted in this chart are in addition to the some \$900,000,000 in federal dollars that would also be saved.

* The financial and ridership charts were developed for [SaveMuni.com](http://www.savemuni.com) by Tom Rubin, CPA. Mr. Rubin was formerly the Controller-Treasurer of the Southern California Rapid Transit District. More information about the Central Subway and SaveMuni.com go to: www.savemuni.com.

COMPARISON CHARTS

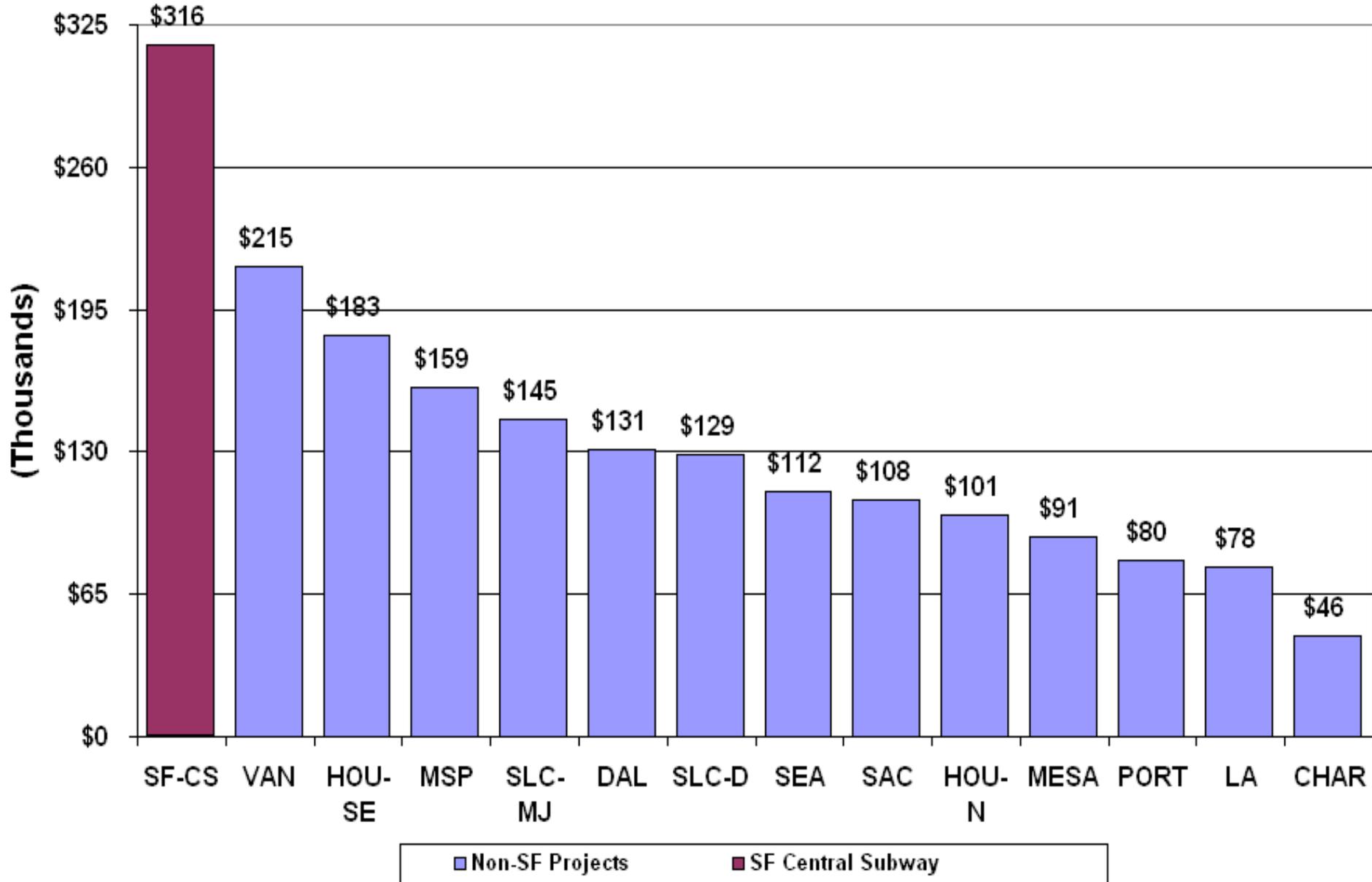
2012 FTA ANNUAL REPORT TO CONGRESS

Light Rail Projects - Capital Cost/Mile



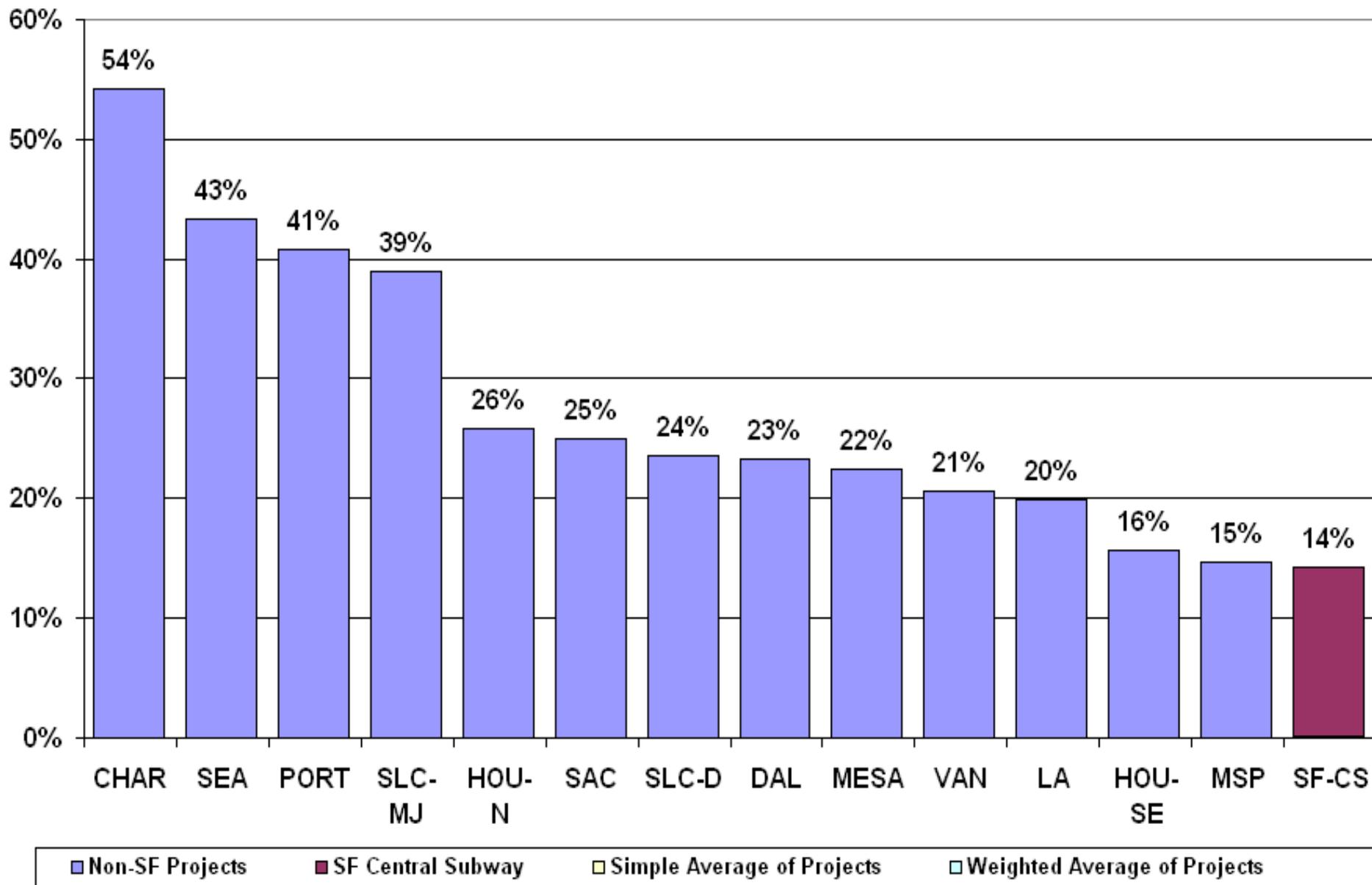
2012 FTA ANNUAL REPORT TO CONGRESS

Light Rail Projects - Capital Costs/New Rider



2012 FTA ANNUAL REPORT TO CONGRESS

New Riders as Percentage of Total Riders



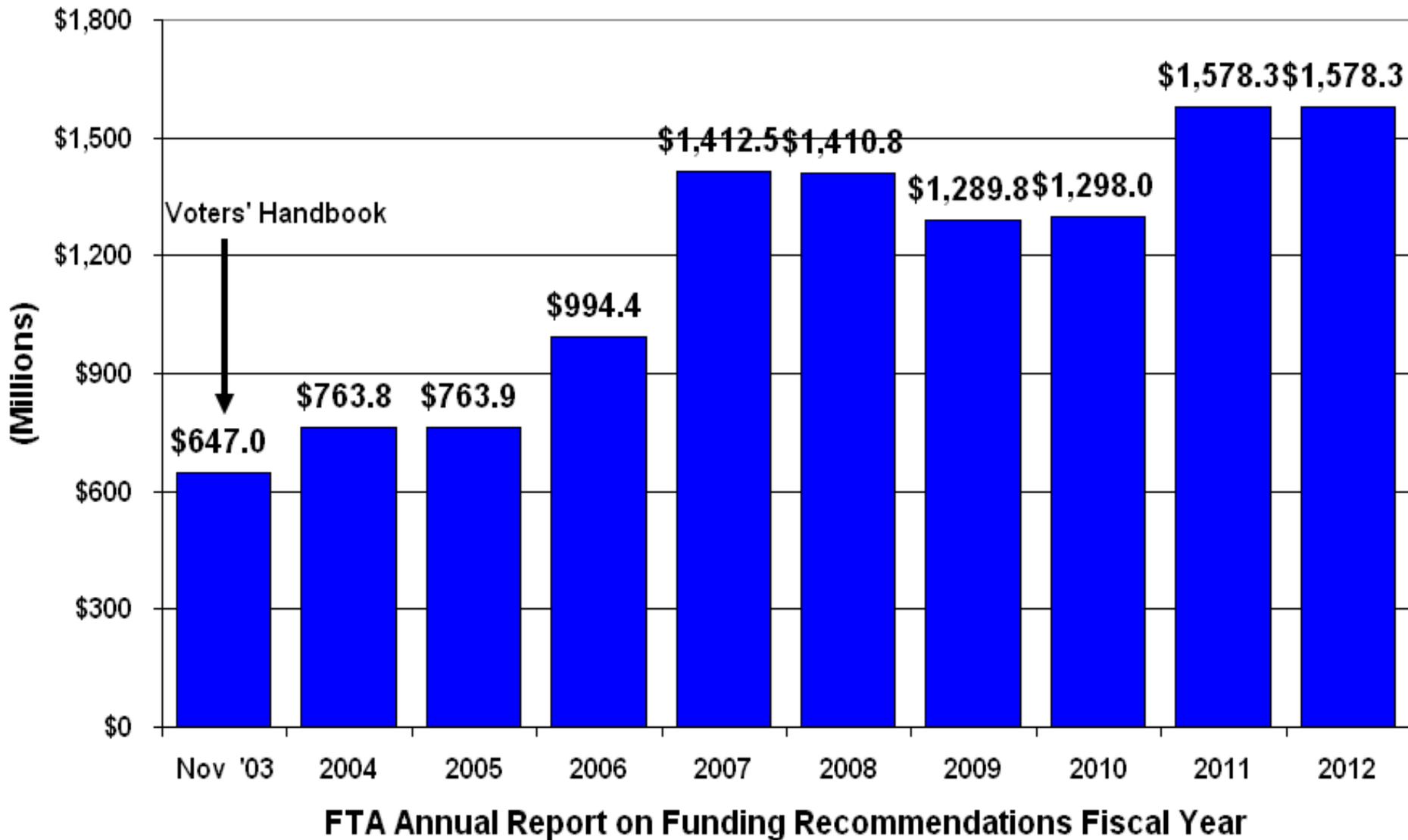
List of Light Rail Projects

- CHAR Charlotte LNYX Blue Line Extension – NE Corridor
- DAL NW/SE Minimum Operating Segment
- HOU-N Houston North Corridor
- HOU-SE Houston Southeast Corridor
- LA Los Angeles Downtown Regional Connector
- MESA Central Mesa (AZ) Extension
- MSP Minneapolis-Saint Paul Central Corridor
- PORT Portland-Milwaukie
- SAC South Sacramento Corridor Phase 2
- SEA Seattle University Link Extension
- **SF-CS** ***San Francisco Central Subway***
- SLC-D Salt Lake City Draper Corridor
- SLC-MJ Salt Lake City Mid-Jordon
- VAN Vancouver-Portland Columbia River Crossing

CENTRAL SUBWAY RIDERSHIP AND COST PROJECTIONS

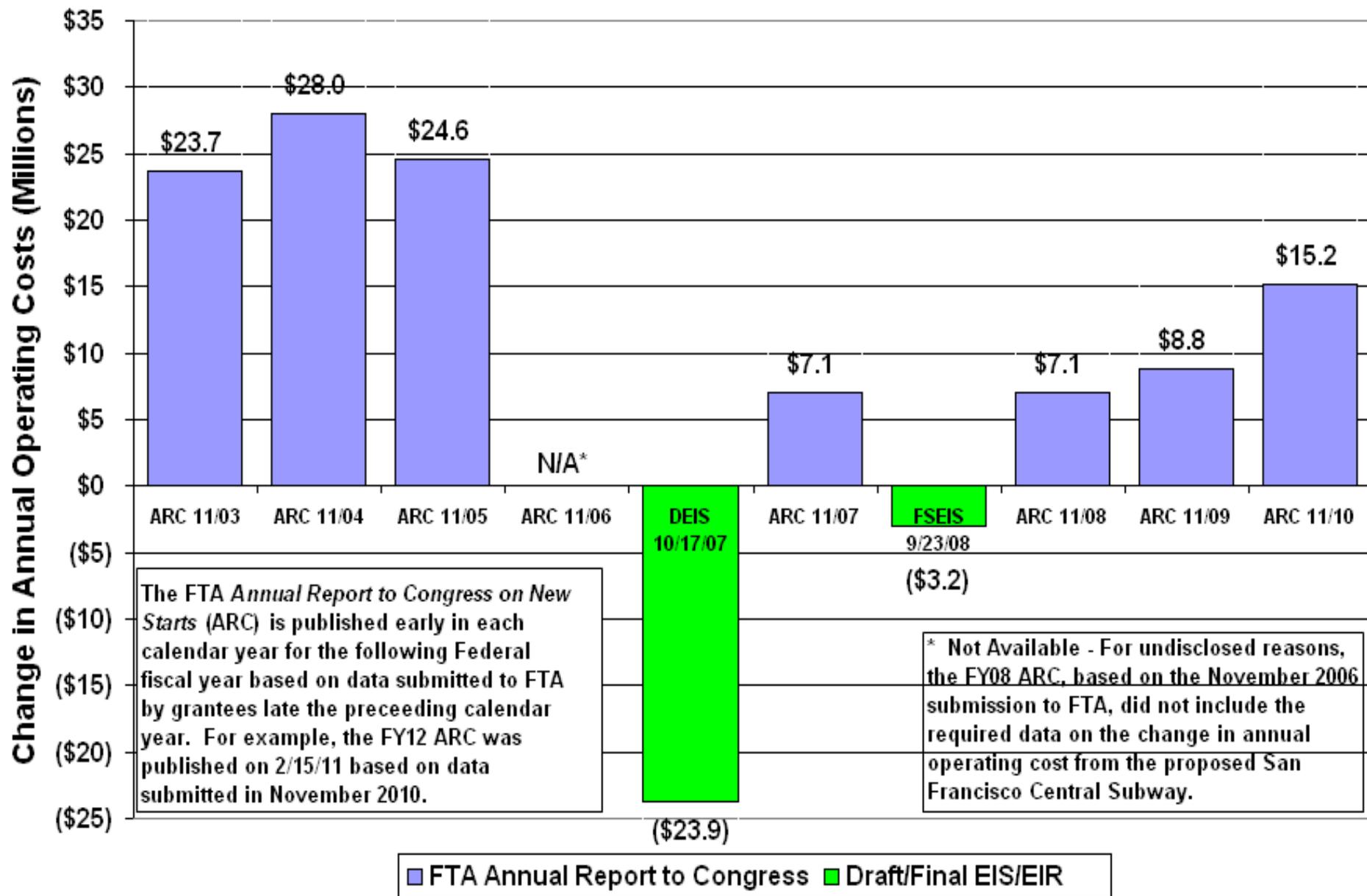
SAN FRANCISCO CENTRAL SUBWAY

Capital Cost Projections Sent to Washington

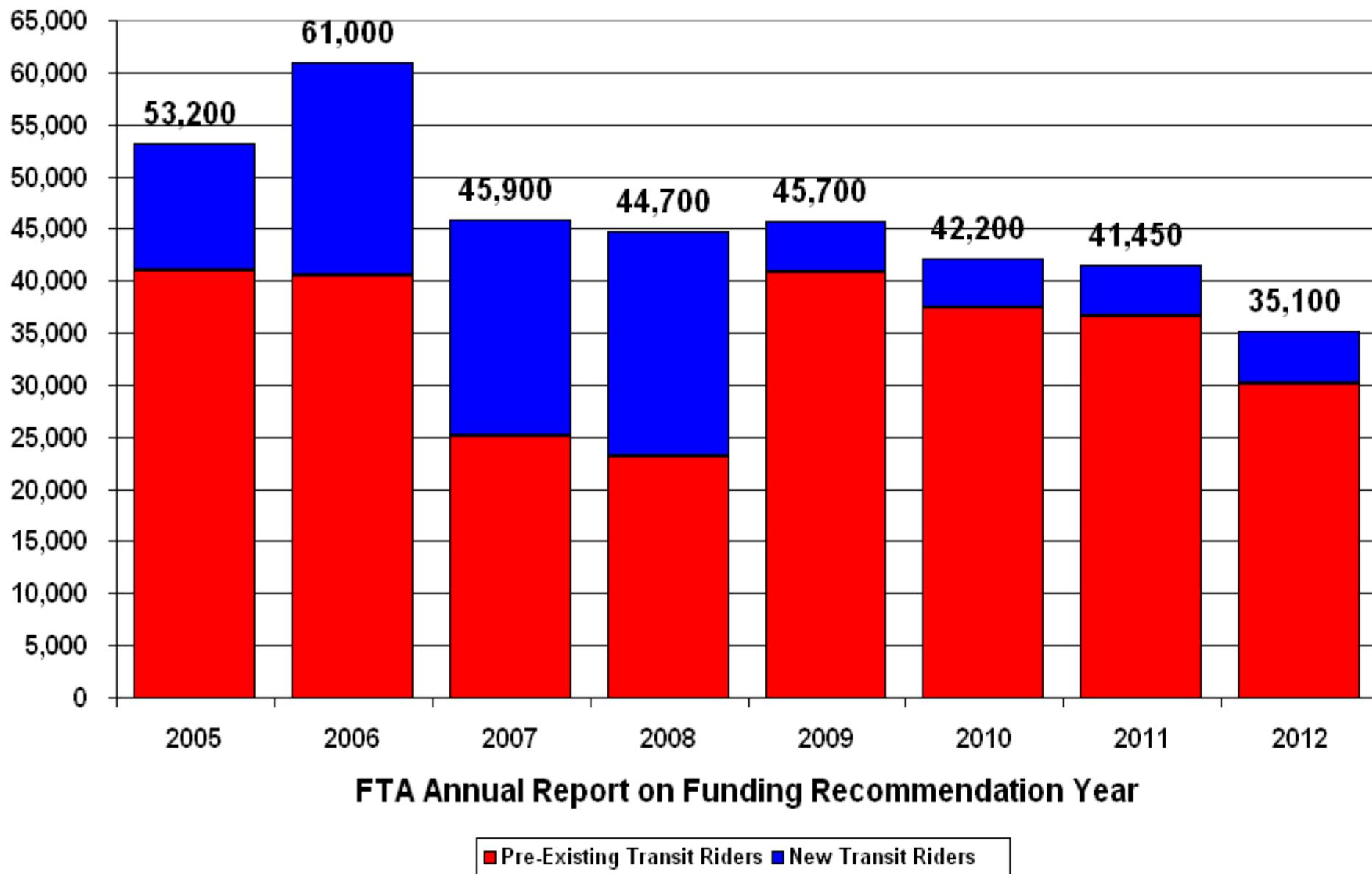


SAN FRANCISCO CENTRAL SUBWAY

Annual Operating Cost Effect on Muni

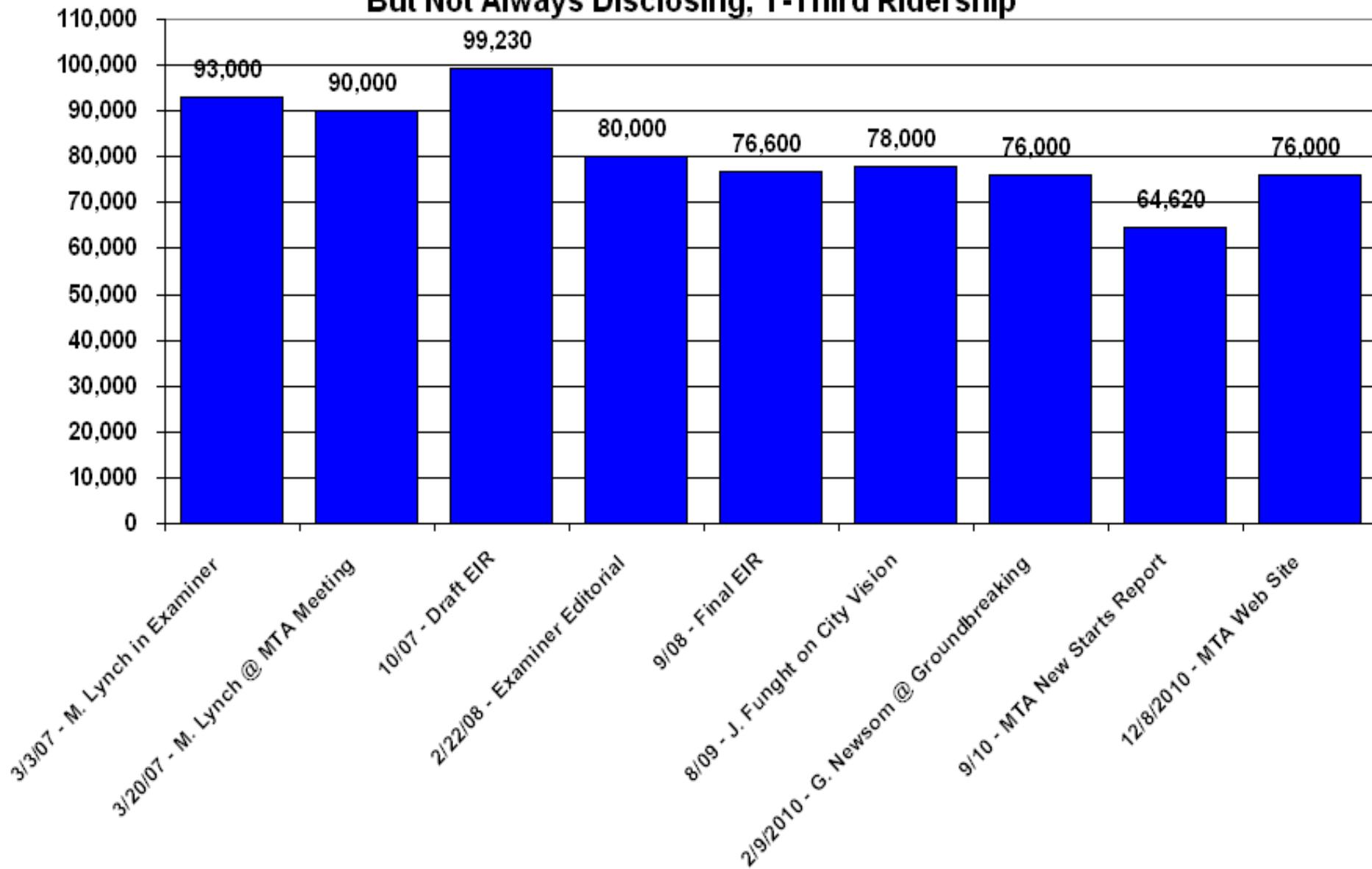


SAN FRANCISCO CENTRAL SUBWAY Ridership Projections Sent to Washington



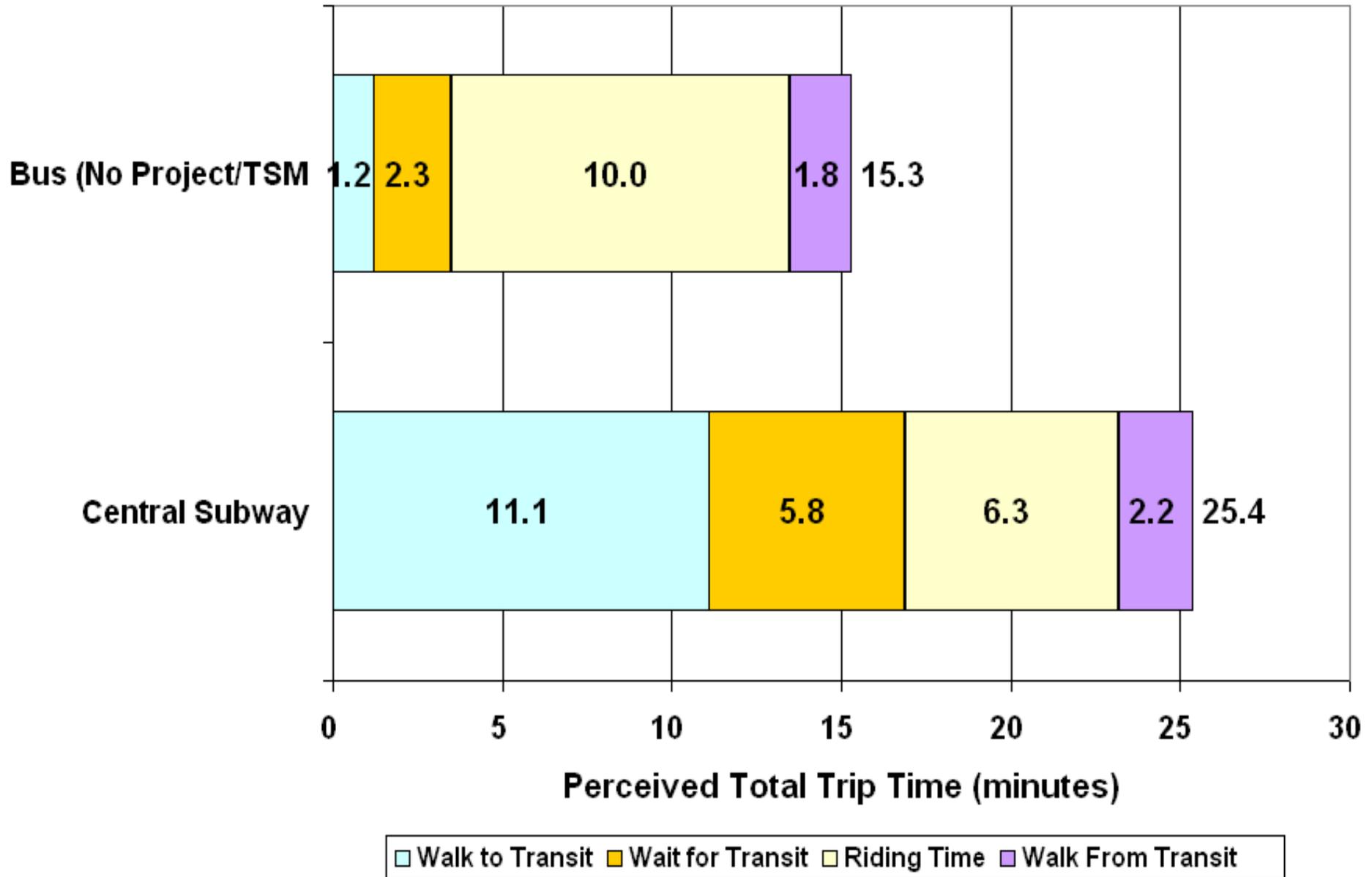
SAN FRANCISCO CENTRAL SUBWAY

Ridership Projections Made in San Francisco, Including, But Not Always Disclosing, T-Third Ridership

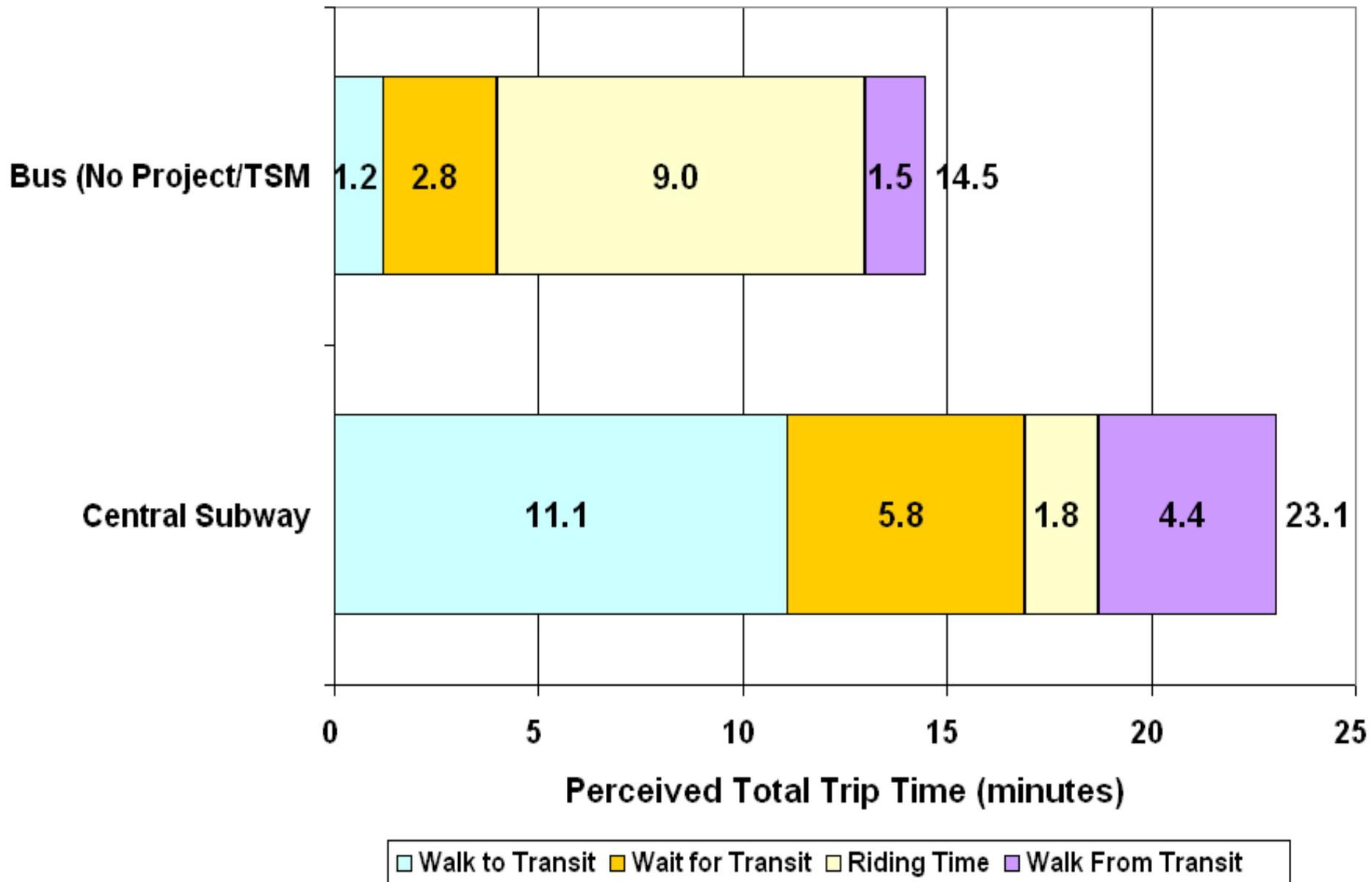


BUS VERSUS CENTRAL SUBWAY TRIP TIMES

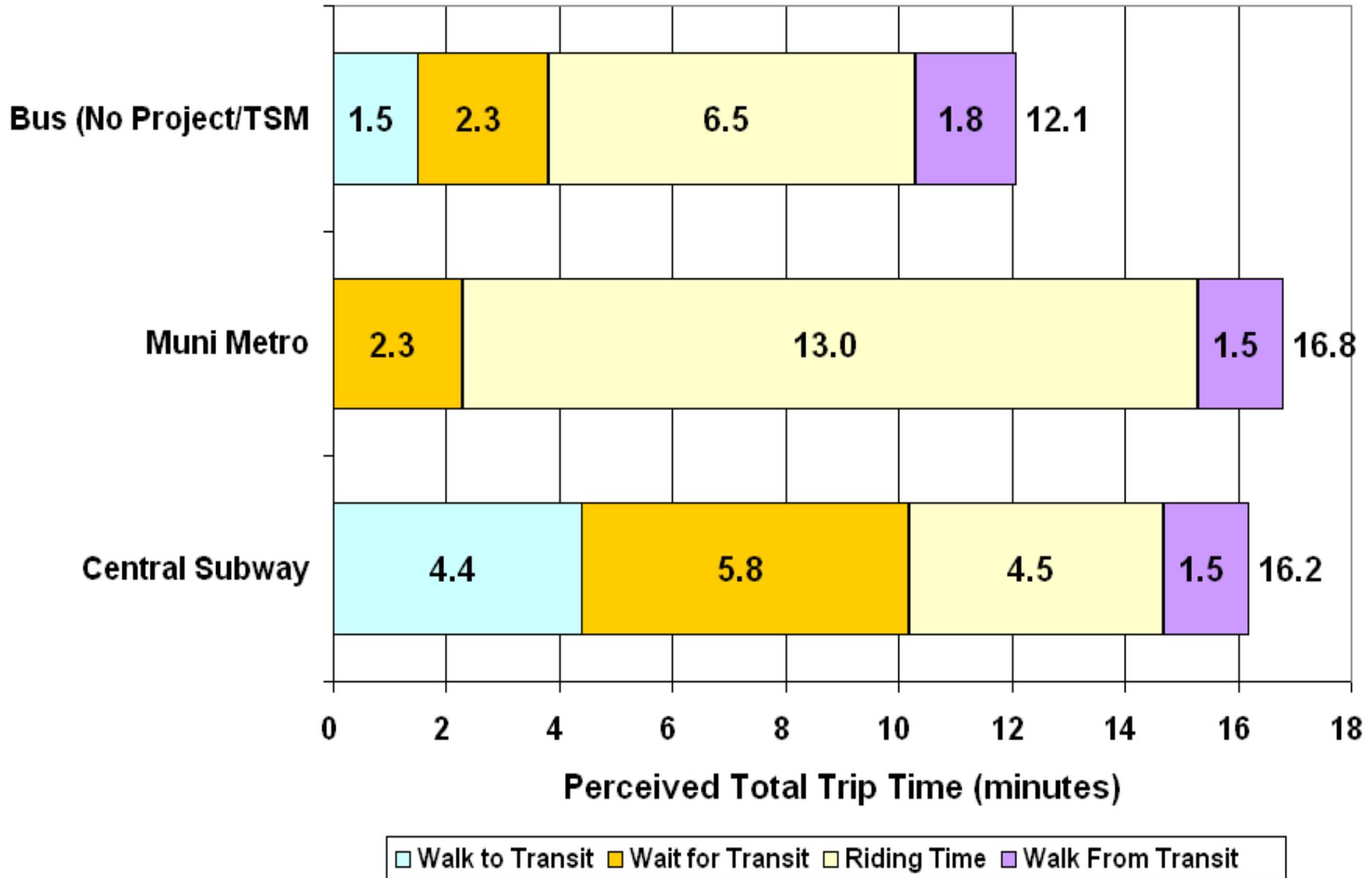
From Pacific and Stockton to CalTrain



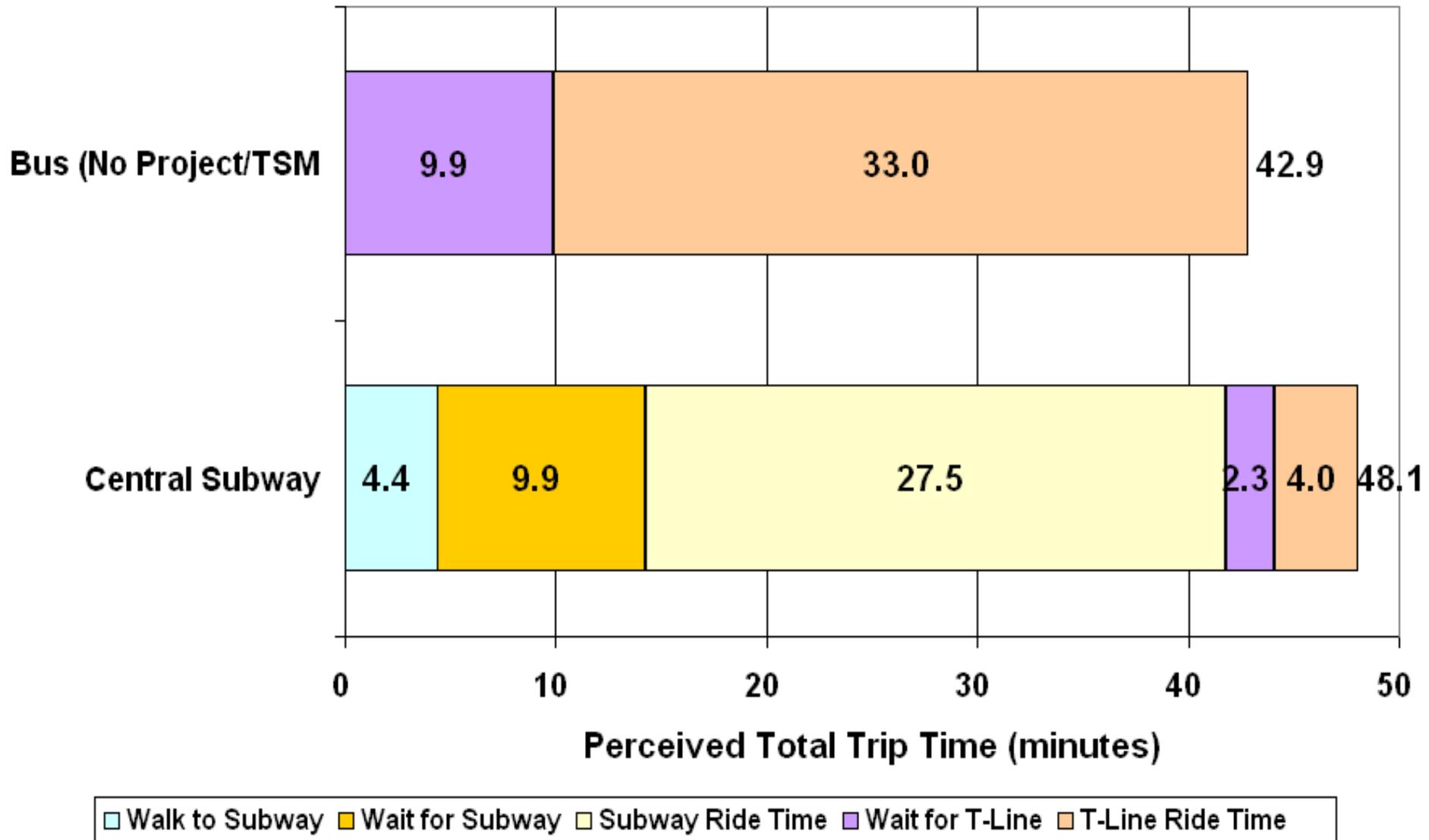
From Pacific and Stockton to Muni Metro



From Powell Street Station to CalTrain



From Third and Carroll to Embarcadero Station

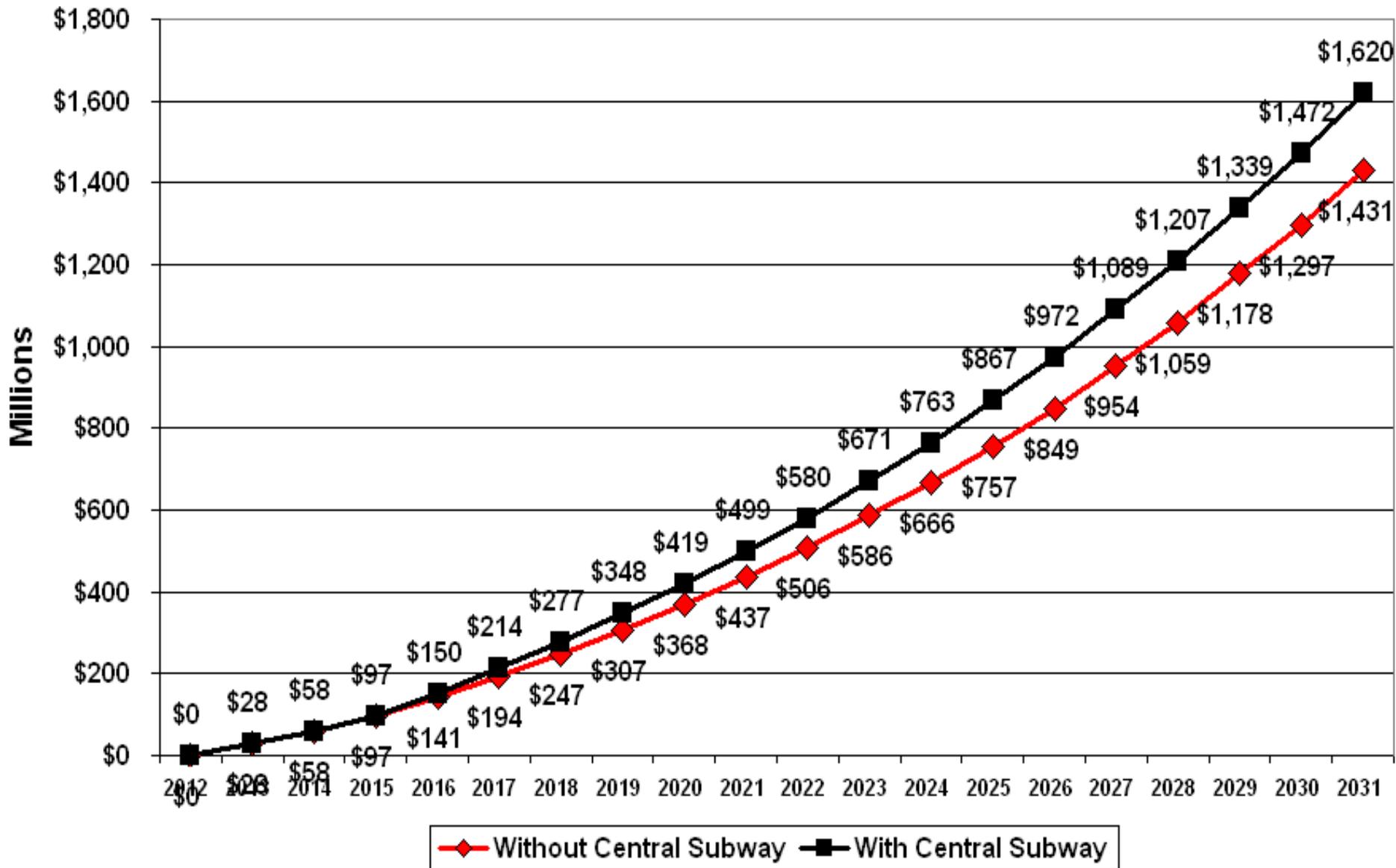


Travel Time Assumptions:

1. Average walking speed: 3.25 feet/second.
2. As travelers regard walking/waiting time as more onerous than time in motion, according to FTA, a “penalty” of 2.0 to 2.5 times is normally applied; a 2.3 factor was used: 1.0 minute actual = 2.3 minutes perceived.
3. Per Muni schedules, average time between buses on Stockton is 2.2 minutes. Average is 1.1 minutes, with penalty, 2.5 minutes.
4. Planned time between trains on Central Subway is 5.0 minutes, average is 2.5 minutes, with penalty, 5.8 minutes.
5. Bus travel times reduced by 1.0-1.5 minutes to reflect Muni and TEP bus operational improvements such as low-floor buses now in planning.

SAN FRANCISCO METROPOLITAN TRANSPORTATION AUTHORITY

Cummulative Operating Loss, With and Without Central Subway 2012-2031



POTENTIAL FUNDING RECAPTURE IF CENTRAL SUBWAY CANCELLED:

- Original Capital Funding: \$475-595 million
- Operating Subsidies: 189 million
- Capital Renewal/Replacement: 190 million

Total \$854-974 million



POSITION ON POSSIBLE CENTRAL SUBWAY NORTH BEACH EXTENSION

September 21, 2019

TO:

Kansai Uchida, Principal Transportation Planner, SFMTA
Sarah Jones, Planning Director, SFMTA
Tam Tran, Senior Planner, Planning Department
Celina Chan, Planner, Transportation Citywide

COPY:

Supervisor Aaron Peskin
Tom McGuire, Acting SFMTA Director
Julie Kirschbaum, Director of Transit
John Rahaim, Planning Director
Tilly Chang, Executive Director, SFCTA

We, NBBA, are aware that there was about a year ago a “kickoff community meeting” on September 27, 2018 at Joe DiMaggio Playground which was a forum on the possibility of extending the Central Subway out of Chinatown all the way to Fisherman’s Wharf with the possibility of a North Beach Station. Further, that there have been several other NB community forums since that time to explore the possibility of this central subway extension in co-operation with SFMTA.

We have also studied this issue and have come to the following conclusions in regard to how this would impact our small business commercial district here in North Beach. We find that in order for us to support such a subway extension the following criteria must be met;

1.) Some kind of commercial rent control or stabilization plan must be in place in order to prevent rent increases from driving out existing and/or preventing the establishment of creative and unique small businesses that have historically characterized our NB Commercial district. We are aware that substantial commercial rent increases are already impacting Chinatown around the yet unopened subway station and outrageous commercial rent increases have characterized all the commercial districts everywhere a urban subway has been established;

2.) A fund must be set up to completely compensate all North Beach small merchants and restaurants for lost business during the construction of the subway which we are aware that there are SFMTA plans to dig up, yet again, parts of Columbus Ave. for over a year and a half. We here in North Beach have suffered through over 2 decades of streetscape “construction” projects already which have never been co-ordinated or managed in a way to mitigate or even consider mitigating negative impacts on our small businesses;

3.) All the residents and residential organizations and activists in our North Beach community must reach a consensus about the need for a central subway station here in our commercial district and where it should be. We are aware that there is substantial support for building better surface transportation rather than investing a huge amount of money in a subway system at this time. Our organization has for years advocated for surface shuttle busses which would bring tourists and others from the outside of our commercial district like from our waterfront SF Tour Boat docks through Chinatown and to our North Beach commercial districts which would be good for both commercial districts. Money would be better spent on this kind of transportation rather than for a hole in the ground!

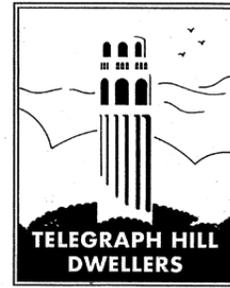
4.) Lastly, cost overruns and major delays in the existing “T2” subway must not be carried over as the existing SFMTA “culture of mismanagement” must be eliminated in any new project to extend the Central Subway to North Beach and Fisherman’s Wharf.

Thank You,

Dan Macchiarini
President
North Beach Business Association

January 27, 2020

Kansai Uchida
Project Manager
San Francisco Municipal Transit Authority
1 South Van Ness
San Francisco, CA 94103
(Via email: kansai.uchida@SFMTA.com)



RE: Proposed Central Subway T-Third – Phase 3 Extension

Dear Mr. Uchida,

On behalf of the Board of Directors of the Telegraph Hill Dwellers (THD), we offer the following input on our transportation goals, the desirability of a subway extension into North Beach, and proposed station locations.

First some background history of our organization as it relates to transportation issues in our neighborhood. Incorporated in 1954, THD's first effort was to save the 39 Coit bus, which is still operating today to provide transit service for residents and visitors to Telegraph Hill. During our 66-year history, THD has been instrumental in successfully opposing the extension of the Embarcadero freeway through North Beach (1974); developing the "A" parking sticker program, later adopted citywide (1976); and blocking the construction of an underground parking garage beneath our beloved Washington Square to prevent the loss of park land (1966, 1976).

THD has always supported funding to improve MUNI service and reliability and has opposed cuts in service that have impacted transportation to and from our part of the City. For example, we have urged MUNI to restore the #15-Kearny bus to Montgomery Station and to operate the #41-Union bus to the Embarcadero Station all day and on weekends, to restore the #10 and #12 buses to the Waterfront, and to provide regular fares on cable cars for residents.

Although THD does not oppose the T-Third – Phase 3 extension in concept, we set forth the following significant impacts to North Beach and Telegraph Hill that must be avoided.

I. No Impacts to Washington Square

The T-Third – Phase 3 Concept Study dated January 2015 (Concept Study) for the subway extension assumes that in order to utilize the "twin tunnels" built for the extraction of the tunnel boring machine (TBM) between Chinatown at the former Pagoda Palace site, a "North Beach" station would be located *at or near Washington Square*. (Pages 2-13 and 2-29) The extensive discussion in the Concept Study of the critical importance of using the Pagoda Palace site for the placement of permanent station facilities (Pages 4-16 through 4-18)¹ is obviously out of date and no longer relevant since the site has been fully developed.

¹ The TBM could have been retrieved in Chinatown or abandoned underground as analyzed in the final EIR. The unnecessary \$70 million tunnel from Chinatown to the Pagoda Palace site in North Beach seemed more about predetermining a future North Beach Subway Station than any need for an extraction site.

THD is strongly opposed to any and all impacts to Washington Square from a subway extension. We oppose the use of Washington Square as the location of a station, a staging area, entrances, emergency egress, ventilation stacks/shafts, portal structures, headhouses, and any other structures or construction activities of any nature. As noted above, THD was instrumental in blocking the construction of an underground parking garage beneath Washington Square and later initiated and supported its designation as City Landmark No. 226 with the intent to forever prevent any impacts to Washington Square in the future.

II. Protect the Fragile Ecosystem of North Beach

In connection with the proposed subway extension, the Concept Study recognizes that: “A significant body of research has demonstrated that the introduction of new transit service typically results in increased local property values and new development, with the effects most concentrated within a quarter to half-mile around the transit stations.” (Page 3-1) As further stated in the Concept Study, there are approximately 1,714 parcels within a quarter mile of the potential North Beach station, which reflects the “dense, fine grained character of North Beach with many small parcels.” The Concept Study also confirms that 91% of these parcels currently fall within the 40-foot height district and that the parcels nearest the potential station location are within the North Beach Neighborhood Commercial District. (Page 3-6)

Based on this research, a subway station would increase property values in North Beach, resulting in higher residential and commercial rents and corresponding displacement of existing tenants and small businesses. Such increased property values would attract new development, creating pressures to upzone and threaten historic resources. The Concept Study explores using the increases in assessed value of properties as a means to help pay for the capital costs of the subway extension.

THD prioritizes the protection of existing tenants and small businesses in North Beach, and strongly advocates for the preservation of our historic and cultural resources. We are therefore concerned that even the study of a proposed North Beach subway station will threaten these priorities.

(1) Designate North Beach Historic District

To add a level of protection for the historic and cultural resources of North Beach and to counter efforts by real estate interests to upzone the area, a North Beach Historic District should be designated by the City before any further study of a subway extension through North Beach.

In addition to the landmark designation of Washington Square, the buildings and resources of North Beach are recognized as historically and culturally significant. The buildings located within four historic districts within a quarter mile around the potential station are listed on the California Register of Historic Places, including the Washington Square, Powell Street Shops, Upper Grant Avenue, and Jackson Square Extension Historic Districts. In addition, 90% of the buildings on the 1,714 parcels noted in the Concept Study have recently been determined eligible for a National Register Historic District.

(2) Develop a Commercial Rent Stabilization Plan

Committed to preserving the unique character of small business in North Beach, THD was instrumental in establishing the North Beach Neighborhood Commercial District in 1987 and a legislative ban on formula retail (chain) stores in the District. THD works with the North Beach business community to attract more small-scale neighborhood-serving businesses.

Before further study of a subway extension through North Beach, a plan for commercial rent stabilization must be established to prevent rent increases from driving out existing small businesses and to maintain the attractiveness of North Beach to new creative and unique small businesses, which have historically characterized our commercial district. We are aware that substantial commercial rent increases are impacting Chinatown even before the opening of the subway station and that major rent increases have characterized commercial districts wherever an urban subway has been established.

(3) Establish a Fund to Compensate Small Business Owners

Construction will disrupt residents, businesses, pedestrians, and traffic, which could last for years, as is the case with the extension of the subway to Chinatown. We support the North Beach Business Association in their demand that a fund be established to adequately compensate North Beach businesses for their lost income and displacement during construction activities, should a subway extension through North Beach ever materialize. Given the history of cost overruns and major delays in constructing the extension to Chinatown, the adverse impacts on businesses caused by those construction activities are well known.

III. Comprehensive Study of Alternatives/Open Community Process

THD supports an open community process as a part of a comprehensive study of a Central Subway Extension to address the social, physical, environmental, and economic impacts to the neighborhood of a North Beach station. Given that the Pagoda Palace site is no longer available and the use of Washington Square is unacceptable, alternative sites must be explored. In addition, more cost-effective alternatives to implementing efficient transit improvements – with minimal construction impacts -- should be studied.

We urge you to continue an open public process, unlike the invitation-only meetings of the past, and to avoid an approach biased toward a pre-determined outcome. This seemed the case in the recent on-line questionnaire, which failed to provide a way to express our concerns regarding the impacts to our neighborhood.

We also urge you to specify and analyze lessons learned from the ongoing Central Subway project, and how SFMTA intends to mitigate, and ideally avoid, similar fiscal, schedule, personnel, and outreach problems on the Central Subway extension project.

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*

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January 27, 2020

Page 4

We look forward to a renewed dialog in which the issues raised above will be meaningfully addressed.

Sincerely,



Stan Hayes
President
Telegraph Hill Dwellers

cc: Jeffrey Tumlin, Director of Transportation (jeffrey.tumlin@sfmta.com)
Tracey Lin, Deputy Project Manager (tracey.lin@SFMTA.com)
Phillip Pierce, Public Affairs Manager (phillip.pierce@SFMTA.com)
Sarah Jones, Planning Director, SFMTA (Sarah.Jones@sfmta.com)
Tam Tran, Senior Planner, Planning Department (tam.tran@sfgov.org)
Celina Chan, Planner, Transportation Citywide (celina.chan@sfgov.org)
Supervisor Aaron Peskin, District 3 (aaron.peskin@sfgov.org)
Sunny Angulo, Chief of Staff (sunny.angulo@sfgov.org)
Danny Macchiarini, President, NBBA (danny1mac@sbcglobal.net)



Bay Area Transportation Working Group (BATWG)

Dear Ladies and Gentlemen,

BATWG associates itself with the unanimous 10/10/19 statement of the District 3 Democratic Club and the North Beach Business Association's letter of 9/21/19.

As indicated in the NBA letter, in so far as preserving the world famous ambiance of North Beach is concerned, a further extension of the already disruptive subway would be very risky.

In a few more years Central Subway will bring riders the Chinatown Station at Washington Street. The three bus lines currently plying Stockton Street attract a total of 76,000 riders a day. The Chinatown Station is expected to attract about 8,000 riders a day. That means that a very large percentage of the people who now use the 8x, 30 and 45 bus lines will continue riding the bus. Extending the subway to Fisherman's Wharf would not materially alter this situation.

A better and far cheaper way of accommodating the needs of north-south travelers in the northeastern part of San Francisco would therefore be to improve the bus lines. Attracting more riders to important downtown Muni lines would require a significant reduction in downtown traffic, faster and more reliable north-south bus service and consistently clean, comfortable and safe bus interiors.

Despite its operating difficulties, Muni provides many San Franciscans with an effective non-automotive way of getting around. Travelers entering San Francisco from the east and south are not so fortunate. According to MTC's 1990 to 2030 Travel Forecasts, by 2025 almost 700,000 automobiles a day from the east and south will be traveling into and out of San Francisco, a figure that is projected to further increase. It's become pretty obvious that the streets of San Francisco are increasingly unable to handle the load.

AC Transit's transbay ridership is currently an abysmally-low 14,000 riders a day, largely because of AC's meandering and generally weak East Bay bus operation. Because of this and because BART is running out of transbay carrying-capacity, by 2025 there are projected to be over 200,000 Bay Bridge auto trips a day. To adequately address this problem, AC's transbay ridership would need to

at least quadruple; San Francisco has a very strong reason for helping to make this happen.

Because of the excessive 18 northbound highway and arterial lanes leading into San Francisco from the Peninsula, roughly 475,000 cars a day from the south flood the streets of San Francisco, again in part because of the lack of adequate alternatives to driving. Riding Caltrain gets one to 4th and King. Yet the long-awaited extension of Caltrain into the new SF Transit Center remains on the back burner. This has to change. In addition, SanTrans has never attracted enough downtown San Francisco bus riders, in part because the City and County of San Francisco has prevented it from operating any of its bus lines on Market Street.

In sum:

1. The narrowly-conceived proposal to extend the Central Subway, whose carrying-capacity and projected ridership are both quite low, should be tabled
2. Constraints should be imposed as necessary to prevent the current Central Subway project from further damaging the character of Chinatown
3. Bus-only lanes where and when necessary are needed to prevent loaded North Beach and Chinatown buses from getting bogged down in traffic congestion
4. A consistently quiet, clean, safe and comfortable bus ride should be given a high priority
5. The outside pressures on AC Transit to get its East Bay act together should increase
6. The obstacles to getting Caltrain up and running in the Sales Force Transit Center should be cleared out of the way
7. Steps should be taken to materially improve SamTrans' distribution throughout San Francisco
8. Additional measures should be taken as required to assure a rational balance of transportation modes in San Francisco.

Everyone wants the SFMTA to do everything. In such an environment, independent analysis and tough, astute priority-setting is essential.

Sincerely yours,

G Cauthen

for BATWG
510 208 5441

Bay Area Transportation Working Group
3001 Ashbrook Court
Oakland CA 94601
www.batwgblog.com



D3DC

DISTRICT 3 DEMOCRATIC CLUB

Chinatown, North Beach, Russian Hill, Polk Gulch, Nob Hill, Waterfront,
Fisherman's Wharf, Embarcadero, Barbary Coast, Jackson Square, Golden
Gateway, Financial District, Union Square, Downtown

D3DC RESOLUTION

Central Subway Extension Alternatives Study: Studying and Implementing More Effective, Quicker Transit Alternatives

Whereas San Francisco voters have passed ballot measures for transportation sales taxes, which fund the \$1.2 million Central Subway Extension Alternatives Study—to study best transit alternatives and to help the most people in the shortest time possible.

Whereas San Francisco deserves, more swiftly, a world-class public transit system, especially after billions of dollars have already been spent without achieving superlative results; and

Whereas the current Central Subway project has taken \$610 million of matching funds from the Muni system, cutting services while adversely impacting businesses, streets and neighborhoods, and triggering rising land values, rents and gentrification; now, therefore, be it

Resolved, that the District 3 Democratic Club (D3DC):

1. urges the San Francisco Municipal Transportation Agency (SFMTA), San Francisco County Transportation Authority (SFCTA) and the San Francisco Planning Department to study best practices around the world and to advocate for swifter and cheaper transit solutions;
2. urges simpler and swifter projects that transform citywide transit, rather than waiting 10-30 years for a tiny \$1 billion subway and inflicting a decade of deleterious construction impacts, business closures and community fragmentation;
3. urges the restoration of previously cut Muni services in the northeast quadrant, like the #15-Kearny bus to Montgomery Station, #41-Union bus (all day/ weekends) to Embarcadero Station, #10 & 12 buses to the waterfront, regular fares on cable cars for residents, more evening/ weekend hours and more frequency/ reliability;
4. urges a holistic urban design plan for the 1-1/2 mile route from Market Street to Fisherman's Wharf, studying pedestrian/ bicycle zones, free shuttle bus loops, bus rapid transit, extension of the E-Line and F-Lines to the Marina, micro-bus connectors, digital traffic management, and other street-level designs that would not bypass North Beach businesses as a subway would allow. and
5. urges study of emerging transit technology, available in 5-10 years, like autonomous 24/7 microtransit, trackless 3-car trains on wheels, self-driving cars, automated parking, elimination of street parking, integrated transit/ traffic technology and more.

Approved by unanimous vote, October 10, 2019 at the D3DC Endorsement Meeting, convened at the SFIAC, 1630 Stockton Street, San Francisco.

Howard Wong, AIA,
President, District 3 Democratic Club
Contact: wongaia@aol.com



Set high benefits-to-cost criteria to stop funding bad transit projects.

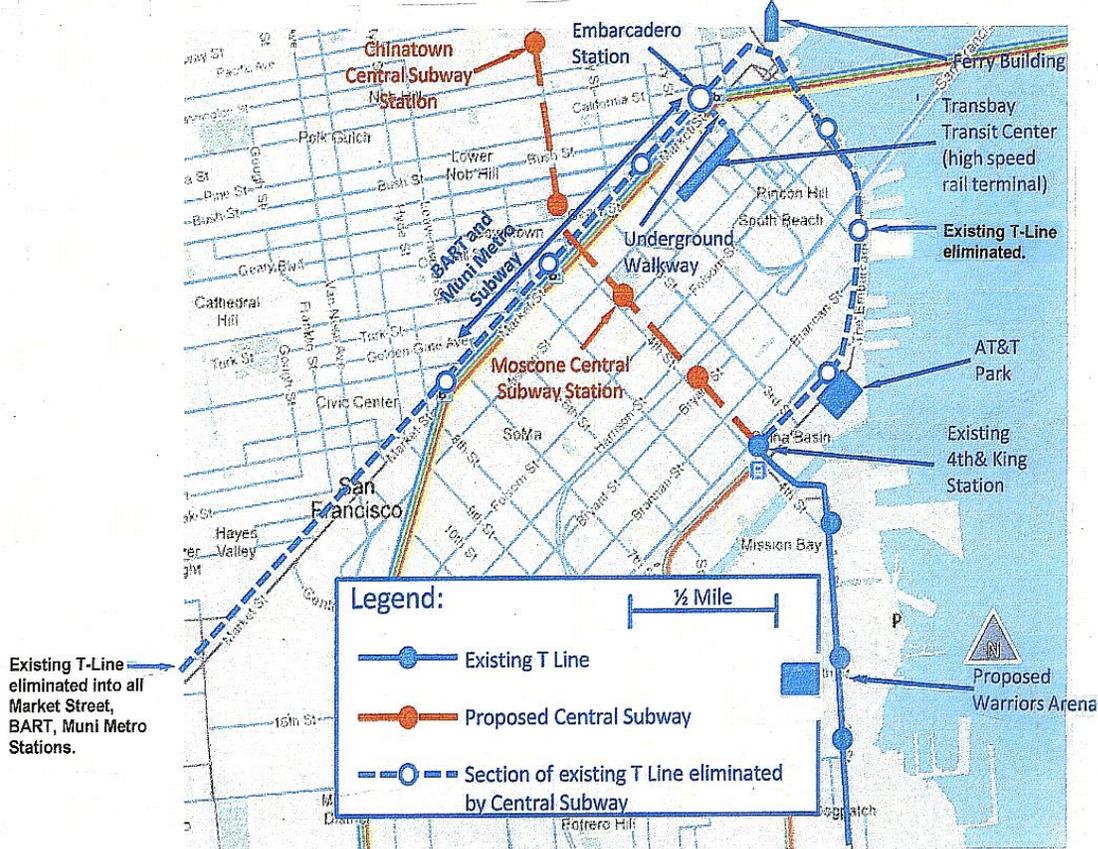
CASE STUDY: CENTRAL SUBWAY BOONDOGGLE



No more money for the Central Subway Boondoggle!

Draining local/ state/ federal funds from the rest of the Muni transit system, the Central Subway has cut Muni maintenance and service throughout San Francisco. The \$1.6 billion cost gets only a 1.3 mile route with small new ridership (\$1.2 billion per mile). The Central Subway will take \$15 million in operating costs/ year and cut up to 76,400 bus hours/ year from the 8X, 30 and 45 bus lines. The highest transportation priorities should be the Downtown Caltrain Extension, E-Line, citywide Transit Preferential Streets, restoring neighborhood/ night services and Free Shuttle Bus Loops---quicker and cheaper for the short 1.5 miles from Downtown to the Wharf.

DISPELLING MYTHS: TO PRIORITIZE MONEY FOR CITYWIDE & REGIONAL TRANSIT



FEWER TRAINS IN MARKET STREET

Fewer Buses in Neighborhoods

Central Subway Cuts Citywide Connections and Service

San Francisco's Central Subway takes money from the rest of the Muni system, cutting maintenance and service in neighborhoods. By eliminating the existing T-Line's leg into Market Street/ BART/ Muni Metro/ Transbay Center/ High Speed Rail, hundreds of thousands of riders will lose easy connections---to the future Warriors Arena, Pier 70 Project and southern neighborhoods. To access the future Central Subway, all BART/ Muni Metro riders must go to the Powell Street Station and walk 1,000 feet northward to the Union Square Station---a logjam. Fewer trains will be in Market Street. Moreover, the Central Subway's shored platforms forever limit capacity to two-car trains.

Modernizing the entire Muni system is a better than draining funds to a short subway.

A Free Shuttle Bus Loop would be quicker, cheaper and bigger in new ridership.

Improving 15 northeastern bus/ cable car/ streetcar lines would help more people than a short subway extension to the Wharf---that cuts maintenance and service elsewhere.

ACTION ITEM

Congress, local government and transportation agencies must set high benefits-to-cost criteria to stop funding bad projects---no more politics. And no more money for the Central Subway Boondoggle!

SaveMuni = FRISC

Fast, Frequent, Reliable, Inexpensive, Safe, Clean and "Cool".

SaveMuni is San Francisco's only independent transportation think tank, dedicated to improving the entire Muni transit system in every neighborhood quickly and inexpensively---with best practices from around the world, transit-preferential streets, bus rapid networks and high benefit-to-cost infrastructure projects.

Contact: wongaia@aol.com

From: [Howard](#)
To: [Carroll, John \(BOS\)](#)
Cc: [Melgar, Myrna \(BOS\)](#); [MelgarStaff \(BOS\)](#); [Chen, Chyanne \(BOS\)](#); [ChenStaff](#); [Mahmood, Bilal \(BOS\)](#); [MahmoodStaff](#); [Sauter, Danny \(BOS\)](#); [SauterStaff](#); [Board of Supervisors \(BOS\)](#); [Calvillo, Angela \(BOS\)](#)
Subject: ATTACHMENTS: LETTERS FOR PUBLIC RECORD---CENTRAL SUBWAY EXTENSION:
Date: Monday, January 26, 2026 8:50:00 AM
Attachments: [0-CASE STUDY 3--Central Subway Boondoggle 4-1-15 XXXXXXXXXXXXXXXXXXXXX.pdf](#)
[CHARTS TAR August2911 YYYYYYYYYYYY.pdf](#)
[0A---NORTH BEACH BUSINESS ASSOCIATION LETTER 9-21-19.pdf](#)
[0A--THD LETTER---Central Subway Extension 1-20.pdf](#)
[0A---BATWG LETTER 11-20-19.docx](#)
[0A---D3DC RESOLUTION---Central Subway Extension Study 9-19 XXXXXXXXX.pdf](#)
[Embeddede50a1d24567d407a89a198b51f49a859.png](#)

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

ATTACHMENTS: FOR THE PUBLIC RECORD (Letters from past on Central Subway Extension---a very long history) Best, Howard Wong, AIA

In a message dated 1/23/2026 4:23:46 AM Pacific Standard Time, wongaia@aol.com writes:

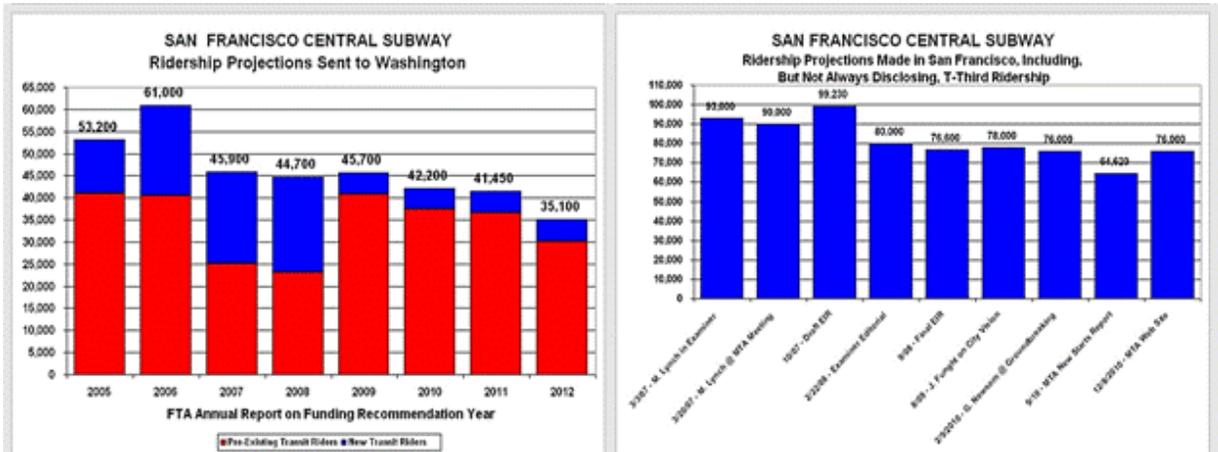
CENTRAL SUBWAY: Alarming talk about extension (spending billions of dollars more) just before elections

Monday, January 26, 2026, 1:30 PM at City Hall Rm. 250

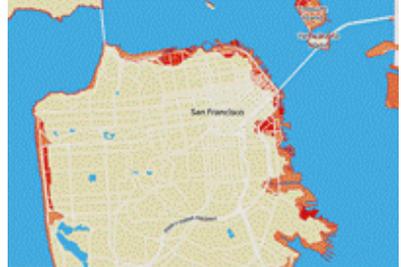
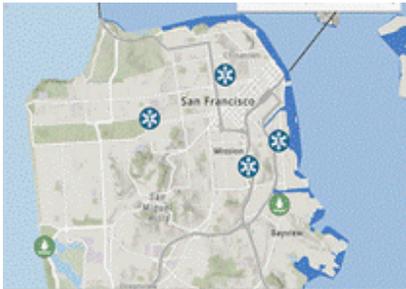
LAND USE & TRANSPORTATION COMMITTEE:

https://sfbos.org/sites/default/files/lut012626_agenda.pdf **Item 8: Possibly at 2:00 PM--[Hearing - Central Subway Performance and Extension Plans] Sponsor: Sauter** *Hearing on the status and performance of the Central Subway, including ridership, station conditions, train frequencies and reliability, and future plans for extension; and requesting the Municipal Transportation Agency to report.*

GENERAL: Bad optics to talk about Central Subway extension (spending billions of dollars more)---when voters are about to vote on new taxes. Muni has long-term structural budget deficits, even if voters approve transit funding measures. The Central Subway has already taken \$2 billion from the rest of the Muni system—causing citywide service cuts, eliminated bus lines, shortened routes, deferred maintenance and infrastructure upgrades. The subway has never met new ridership projections, and most riders are merely diverted from the #8,30 and 45 bus lines. Some Muni bus stops have more daily riders than Central Subway stations. The subway has one of the highest operating costs per rider. Its \$15 million annual operating budget could restore multiple bus lines.



ACCURATE DATA NEEDED: Final costs of the 1.7-mile Central Subway need to be tabulated---accounting for legal settlements, litigation costs, water leak repairs, elevator/escalator repairs, and costs covered elsewhere. The long-term status of the waterproofing system needs clarification---in conditions of high hydraulic pressures.



CENTRAL SUBWAY EXTENSION RISING COSTS: It makes no sense to extend a subway into waterfront flood zones---sea level rise, storm surges, tsunami waves, rising coastal groundwater, and high construction/operating/maintenance costs.

BETTER TRANSIT PROJECTS: In the 15-30 years it takes to build a subway, transit technology will have been transformed. Think 24/7 micro-transit, autonomous mobility, water taxis---with flexibility to circumvent flooding. All funding should prevent Muni service cuts/ layoffs, augment bus/ cable car/ streetcar lines/ digital technology, invest in maintenance and state of good repairs. Restore eliminated bus lines, like the 15-Kearny, 41-Union, 20-Columbus, 3-Jackson, 28 Valencia... Restore shortened bus lines: 5-Fulton, 6-Hayes/Parnassus, 9-San Bruno, and 31-Balboa. Cheaper and effective projects include a free northeast shuttle bus loop and extension of the F-Line to the Marina.





NO MORE CONSTRUCTION IMPACTS ON BUSINESSES: Chinatown/ Downtown/ Union Square businesses have yet to recover from years of Central Subway construction. North Beach, Russian Hill, and Fisherman's Wharf can avoid crippling impacts with the next generation of transit/ mobility.

MISSION LOCAL: The Central Subway will cripple Muni for years to come (9-12-22): <https://missionlocal.org/2022/09/central-subway-san-francisco-buttigieg-toonerville-trolley/>

EXAMINER: An S.F. transit tragedy: the Central Subway saves no time https://www.sfexaminer.com/our_sections/forum/a-sf-transit-tragedy-the-central-subway-saves-no-time/article_404310fa-9858-11ed-b836-6fa9a4b5a5ac.html If you're not on Google, do you really exist? This is the question facing the Central Subway, San Francisco's newest transit line. In my experience, it is almost impossible to get Google Maps to show the line as a means to travel from point A to point B. Which begs another question: Could the unsparing judgment of algorithms be the undoing of decades of politicking and planning that led to the subway's creation?

* * * * *

Howard Wong, AIA



From: [Romalyn Schmaltz](#)
To: [SauterStaff](#); [MahmoodStaff](#); [MelgarStaff \(BOS\)](#); [ChenStaff](#); [Carroll, John \(BOS\)](#)
Cc: [Romalyn Schmaltz](#)
Subject: No on central subway extension
Date: Monday, January 26, 2026 6:35:09 AM

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Dear Land Use committee and Supervisors,

I'm a District 3 resident strongly opposed to extending the central subway to North Beach and Fisherman's Wharf.

The phrase most commonly used to describe the central subway's progression to Chinatown was "boondoggle," and yet here we are trying to double down on that boondoggle?

The infrastructures of North Beach, Chinatown, Telegraph Hill, and Fisherman's Wharf are already strained beyond their years and capacity, and will be much more so as Lurie's "Family Zoning Plan" rolls itself out with zero infrastructure improvements included in that plan. The strain of new Subway construction would overwhelm our neighborhoods' very structure.

But the overarching reason right now that this proposal cannot go further is the fact that we already have an incredibly strained transportation purse. MUNI is in extreme fiscal trouble, and yet here we are, considering what is better categorized as a vanity project. We are losing real bus service lines in real time, and we do not have the billions of dollars to start (or extend) a new project when existing resources and infrastructure are already so strained.

Thank you,

Romalyn Schmaltz

District 3 resident

From: [Vicky Hoover](#)
To: [Board of Supervisors \(BOS\)](#); [Carroll, John \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MahmoodStaff](#); [SauterStaff](#)
Subject: Say NO to wasteful extension plan for Central Subway
Date: Saturday, January 24, 2026 6:47:16 PM

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The Central Subway, which was enormously expensive to construct and took years, has proven itself an elephant, a gross waste of money; it does not get much use, and it serves only a small segment of population. For me and many others, it is quicker and easier simply to take the #30 bus, or even the #45, that cover much of its route--and do not require the abysmal time-consuming descent off the street down many layers into subterranean access.

The city is so short of funds at this time, and needs money so badly--for example we MUST fund the Department of the Environment properly, not defund it. Another need is to bring better bus service to the Sunset neighborhood.

Don't just say NO to the Central Subway expansion say HELL NO.

Thanks for consideration of this viewpoint (which, believe me, is shared by many neighbors and others in my central downtown neighborhood, plus residents all over the City.

Vicky Hoover
40 year resident of San Francisco
735 Geary St. #501
San Francisco 94109
District 5

From: [Howard](#)
To: [Carroll, John \(BOS\)](#)
Cc: [Melgar, Myrna \(BOS\)](#); [MelgarStaff \(BOS\)](#); [Chen, Chyanne \(BOS\)](#); [ChenStaff](#); [Mahmood, Bilal \(BOS\)](#); [MahmoodStaff](#); [Sauter, Danny \(BOS\)](#); [SauterStaff](#); [Board of Supervisors \(BOS\)](#); [Calvillo, Angela \(BOS\)](#)
Subject: CENTRAL SUBWAY EXTENSION: BAD OPTICS BEFORE ELECTIONS
Date: Friday, January 23, 2026 4:26:04 AM
Attachments: [Embeddede50a1d24567d407a89a198b51f49a859.png](#)

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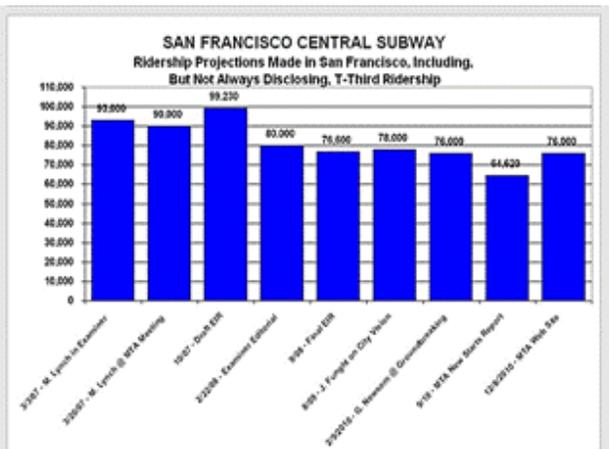
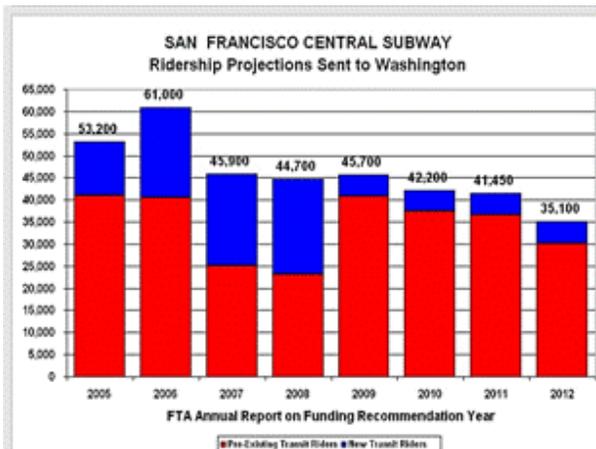
CENTRAL SUBWAY: Alarming talk about extension (spending billions of dollars more) just before elections

Monday, January 26, 2026, 1:30 PM at City Hall Rm. 250

LAND USE & TRANSPRTATION COMMITTEE:

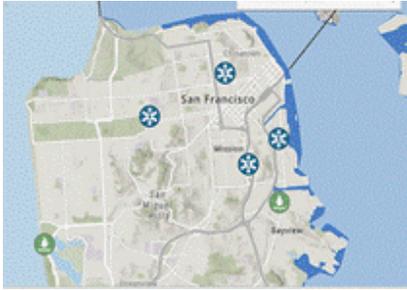
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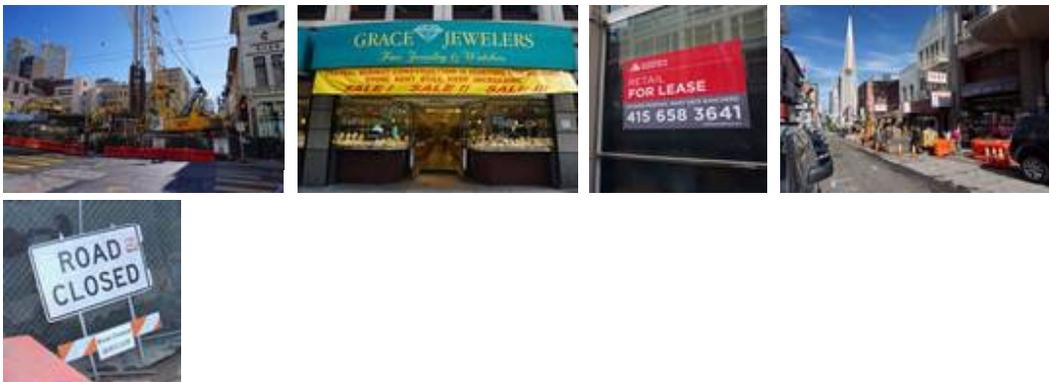
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* * * * *

Howard Wong, AIA

