

**Prop L Sales Tax Program
Project Information Form (PIF) Template**



Project Name and Sponsor		
Project Name:	Geary/19th Avenue Subway Project Development Placeholder	
Implementing Agency:	TBD	
Prop L Expenditure Plan Information		
Prop L Program:	13- Next Generation Transit Investments	
Project Information		
Brief Project Description for MyStreetSF (80 words max):	The Transit Corridors Study from the multi-agency ConnectSF initiative prioritized the long-term development of rail rapid transit for the West Side of San Francisco, centering on the development of a rail subway serving the combined Geary and 19th Avenue corridors. This project will build on the Prop K funded Strategic Case (underway) and support the next phase of planning and initial project development, including program definition and an alternatives development in preparation for screening and environmental review.	
Project Location and Limits:	West Side of San Francisco, inclusive of the broad 19th Ave & Geary Corridors, extending to Downtown	
Supervisorial District(s):	District 01, District 02, District 03, District 04, District 05, District 06, District 07, District 11	
Is the project located on the 2022 Vision Zero High Injury Network ?	Yes	Is the project located in an Equity Priority Community (EPC)? Yes
Which EPC(s) is the project located in?	Tenderloin-SOMA, Western Addition, Oceanview-Ingleside, Excelsior-Outer Mission	
Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).	<p>The currently underway, Prop K funded Geary/19th Subway and Regional Connections Study (Strategic Case) will develop recommendations and a roadmap for next steps in project development for the Geary/19th Subway. A major transit project would typically advance to an Alternatives Analysis phase to develop, evaluate, and recommended more detailed project alternatives to move to subsequent environmental clearance and design phase. For the Geary/19th Project, a full Alternatives Analysis is preliminarily estimated to cost up to approximately \$8M-\$10M, depending on the level of engineering design and detail required for the corridor.</p> <p>Prop L funds in this placeholder will support work that advance the Geary/19th Subway, guided by the outcomes and recommendations of the Strategic Case (completion currently anticipated by December 2024). The project(s) will be scoped to advance the recommendations of the Strategic Case while making effective use of available funding, and this work will be supportive of the completion, or eventual completion, of the full Alternatives Analysis phase of work. Should the full funding for an Alternatives Analysis phase not be available at project initiation, immediate work would be prioritized (e.g., through an initial Alternatives Development Study) to directly support future completion of the full Alternatives Analysis.</p> <p>Typically, the Alternatives Analysis phase would include the following broad activities.</p> <ul style="list-style-type: none"> - Alternatives development: Identifying routes, station locations, rail technologies, and alignments that could meet the purpose and need developed in the Strategic Case - Screening of alternatives: Reducing the alternatives under consideration based on outreach and conceptual engineering steps; retaining and advancing the alternatives in the context of purpose and need, potential impacts, and costs. - Community engagement: Outreach to community stakeholders to gauge support for the project and inform the alternatives development and tradeoff evaluation involved in alternatives development and screening. - Agency engagement: Coordination among partner agencies and other agencies with jurisdiction over the project to build support and identify constraints/opportunities. - Conceptual engineering and cost estimates: Initial engineering tasks to develop alternatives and provide the technical inputs needed to guide alternatives development, evaluation, screening, and engagement. 	

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Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Attachment 1: Geary/19th Ave ConnectSF Transit Strategy Concept Map
Type of Environmental Clearance Required:	EIS
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	SFMTA (Kansai Uchida), SFCTA (Andrew Heidel), SF Planning (Mat Snyder), BART/Link21 Program (Sadie Graham), San Mateo County/Daly City (multiple), others as identified during scoping

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Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year (starts July 1)	Quarter	Fiscal Year (starts July 1)
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)						
Advertise Construction						
Start Construction (e.g. Award Contract)						
Operations (i.e. paratransit)						
Open for Use						
Project Completion (means last eligible expenditure)						
Notes						
When eligible project sponsors are prepared to seek Prop L funds for specific projects, the project sponsor will provide project delivery milestones for all relevant project phases.						

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Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	<i>Geary/19th Avenue Subway Project Development Placeholder</i>
Relative Level of Need or Urgency (time sensitive)	
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	
Benefits to Disadvantaged Populations and Equity Priority Communities	
Compatibility with Land Use, Design Standards, and Planned Growth	
San Francisco Transportation Plan Alignment (SFTP)	
<p>The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.</p>	
13- Next Generation Transit Investments	
Safety	
TBD	

Geary/19th Avenue Subway

A subway serving the Geary/19th Avenue corridors, which would run from Downtown San Francisco to Daly City via 19th Avenue

HOW IS THIS PROJECT EQUITABLE?



Equitable investment:

Who lives within a short distance of this project today?

People with low incomes

26,000

People in Equity Priority Communities

42,000

Within a half-mile of the regional corridor, 2019. Source: ACS



Equitable outcomes:

How many additional jobs can be reached by transit, in under 45 minutes?

+81,000 +70,000

Future Bay Area jobs, by San Francisco residents with low incomes or in Equity Priority Communities. Source: SF-CHAMP

WHY IS THIS PROJECT IMPORTANT?

- Pre-COVID-19, over 50,000 people got on the bus in the Geary corridor every day—the highest in Muni’s bus system.²⁷ Ridership on routes in this corridor was growing before the pandemic and is expected to continue to rise in coming years.
- Although buses arrive as often as every two minutes, bus service in the corridor is at capacity—28% of a.m. peak and 43% of p.m. peak trips on the 38R Geary Rapid were crowded in winter 2020.²⁸
- Rail investment along the Geary/19th Avenue corridors would benefit a large number of households, especially those that are low-income (25% of all households along the corridor) and/or within an Equity Priority Community (50% of all households along the corridor).²⁹
- Rail would support the City’s economic recovery and the growing number of people traveling in the Geary and 19th Avenue corridors.
- A regional rail connection would let you board a train along Geary or 19th Avenue and quickly reach destinations in the East Bay or beyond.

WHAT ARE THE NEXT STEPS?

- The Geary Rapid Project and Geary Boulevard Improvement Project will improve bus service between Market Street and 34th Avenue in the near-term.
- A transportation-land use study of the Geary/19th Avenue corridors will identify long-term transit solutions.
- The project would be coordinated with, and service would potentially continue through, the proposed Link21 new transbay crossing.

HOW MANY DAILY TRANSIT TRIPS WOULD BE TAKEN ON THE GEARY/19TH AVENUE SUBWAY?

300,000

(+/- 20%)

Future daily (weekday) transit trips on the project (starting, ending, and/or passing through the Geary/19th Avenue corridors in San Francisco)
Source: SF-CHAMP

Geary/19th Ave Subway Concept
Downtown Rail Extension (DTX) and Pennsylvania Avenue Extension (PAX) - Planned

Existing Services

- BART / Caltrain
- Muni Metro
- Muni Rapid Route
- Other Muni Bus Route
- Muni Tunnel



WHAT WOULD THIS PROJECT COST?	
\$20 B	Preliminary capital cost estimate +/- 25% (2020 \$)
\$2.45	Capital cost per rider Over the life of the project (2020 \$)

HOW WOULD THIS PROJECT IMPROVE YOUR EXPERIENCE AS A TRANSIT RIDER?

<p>Access to destinations</p> <p>Easier access to local and regional destinations</p>	<p>A more comfortable ride</p> <p>27% LESS CROWDING</p> <p>On transit trips to, from, or within San Francisco</p>	<p>Faster service</p> <p>Get where you need to go faster and more reliably</p>	<p>Example time savings</p> <p>48% FASTER</p> <p>From Fillmore to San Francisco State University during rush hour</p>
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