

Geary/19th Ave Subway & Regional Connections Study

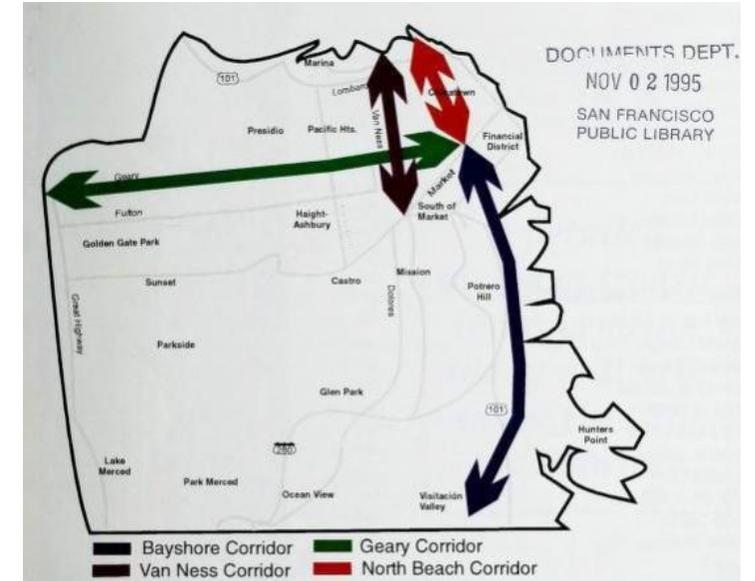


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Community Advisory Committee – Agenda Item 8
February 25, 2026

Background & Need

- Many prior studies/plans have identified Geary Blvd corridor for rail
- San Francisco's Transit Strategy (2021) evolved our understanding, proposing a Geary/19th Subway
- 2024 State Rail Plan identifies new Western San Francisco rail link as key regional and state connection



Planning For Large Projects

Multi-year, multi-step effort to conduct alternatives analyses, identify a preferred option, and move in to development

Increasing project development and investment

CURRENT PHASE

Strategic Planning

Develop initial planning roadmap

Identify key considerations and risks

Engagement and outreach

SUBSEQUENT PHASE

Defining the Project

Conceptual project design and station planning

Technical analysis

Engagement and outreach

Cost and funding

MEDIUM-TERM

Future Development Phases

Environmental Review

Design and Engineering

Funding Plan

LONGER-TERM

Implementation

Construction

Operation

Why This Work, Now?

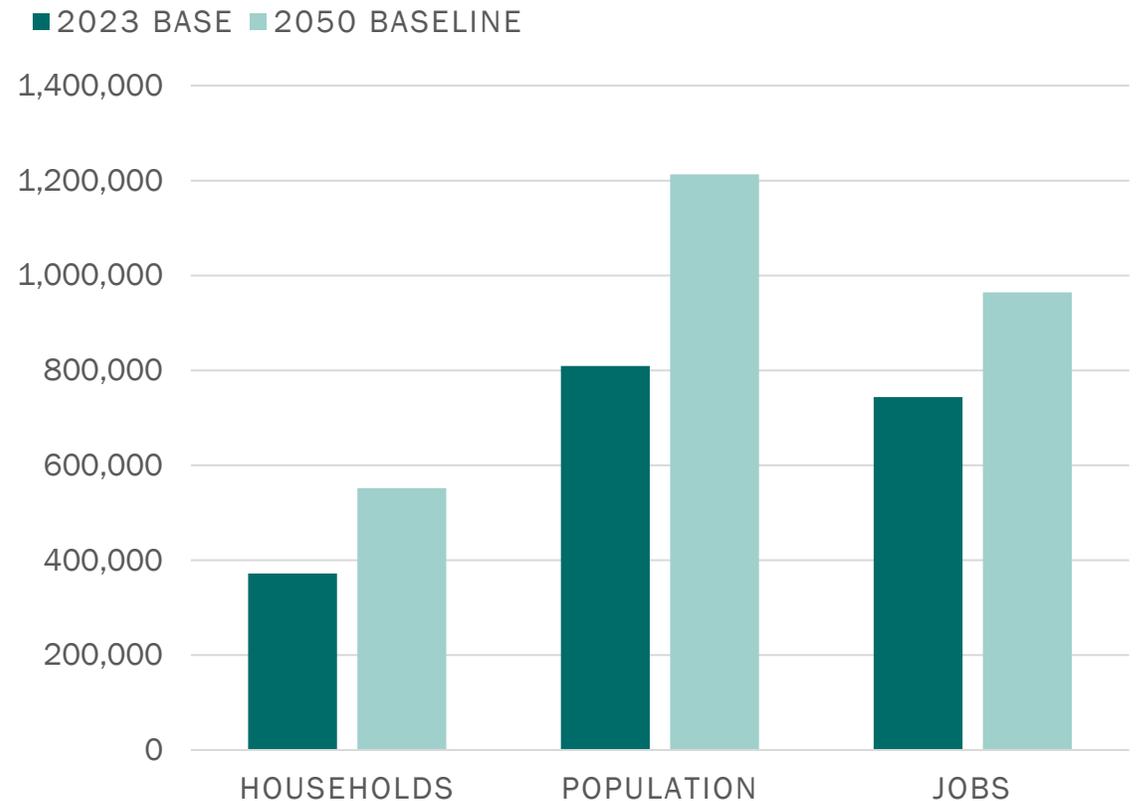
- Major Bay Area transit agencies including Muni, AC Transit, BART and Caltrain, are forecasting annual operating shortfalls in the near future
- Local and regional funding measures are expected later this year
- Advancing project planning now will help lay the groundwork for securing capital funding in the future



The Future of San Francisco

- Regional projections show that San Francisco is expected to grow, with 29% more jobs and 50% more residents by 2050
- Future phases of work will update projections and revise the understanding of travel trends over time

San Francisco Jobs and Population Increase



Outreach & Feedback to Date

- Two online town halls (100+ participants)
- 1-on-1 meetings and presentations with community groups and interested organizations



Outreach & Feedback to Date

Feedback received (2400+ survey responses):

- Community members understand the need for improved transit connections; broad interest in continued project development
- Concerns about costs and schedule – interest in finding ways to advance project development work more quickly
- Questions about construction phase and implications for streets and neighborhoods

Issues & Opportunities



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Opportunities in the Geary/19th Ave Corridor



Improve traveler experience
(travel time, resilience, capacity,
and connectivity)



Serve current needs as well as
planned growth in the region



Advance equity, affordability,
climate, and environmental goals

Subway Design Considerations & Tradeoffs



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Key Considerations & Tradeoffs

Regional Connectivity

- East Bay Connection / Through Running
- Peninsula Connection / Through Running

Within San Francisco

- What Areas to Directly Serve
- How to Transition from Geary to 19th
- Where to Terminate/Integrate at/near Daly City

Technology

- Standard Gauge Regional Rail
- BART
- Phasing
- Maintenance Facility

Key Findings



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How Does a Geary/19th Ave Subway Perform?

Improvements in Three Key Areas

- Enhancing Access & Mobility
- Supporting Growth
- Achieving Regional Climate Goals

Other Building Blocks

- Cost and Funding
- Land Use
- Surface & Connecting Transit
- Supportive Policies

Key Study Findings

The Case for the Project is Promising

- Project is integral part of future regional and statewide rail system
- San Francisco should continue to advance planning
- Developing project funding mechanisms will be required as project development advances

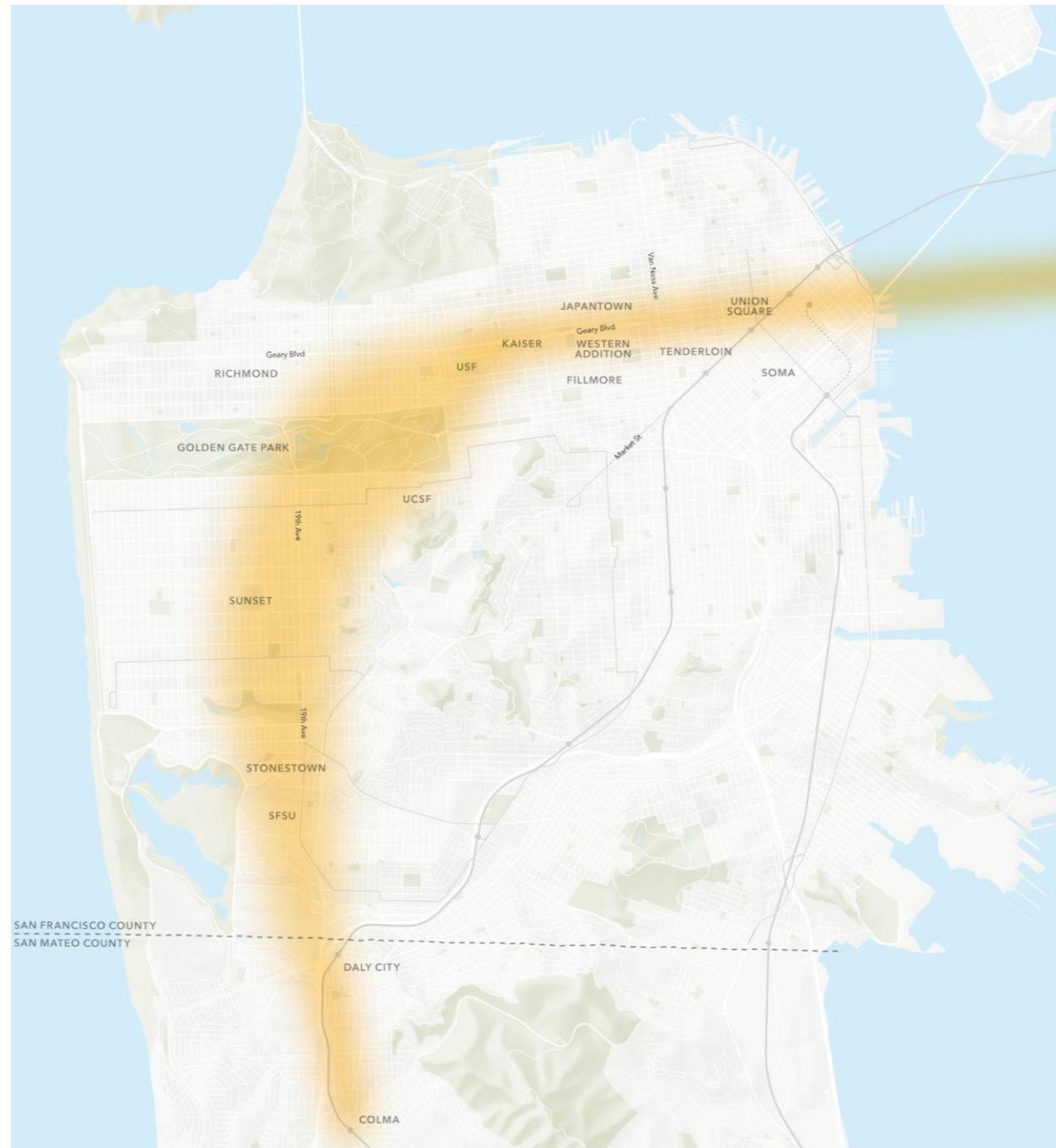
ConnectSF Transit Strategy [\(PDF\)](#)



Key Study Findings

Regional Connectivity Is Fundamental

- Project performs well as an SF-only investment
- Project performs much better as an integrated part of the region's rail network
- Regional connectivity provides benefits and connections beyond San Francisco to the broader Bay Area

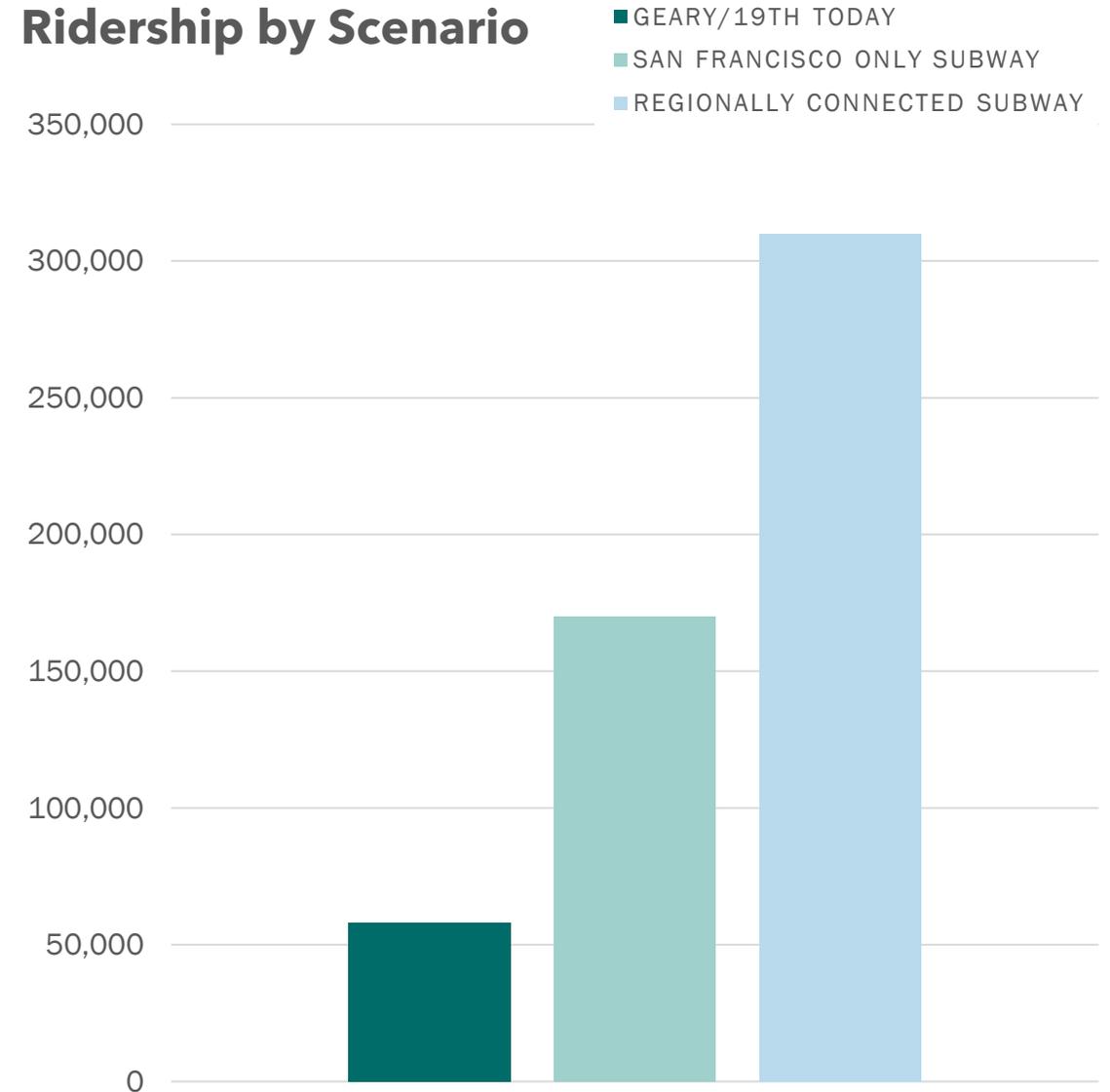


Key Study Findings

Regional Connectivity Is Fundamental

- 160-180k trips per day on a San Francisco only project
- Up to 310k trips per day within SF in a regionally connected scenario
- Regional connectivity reduces transit travel time to/from/through SF by as much as 20 minutes per trip

Ridership by Scenario



Key Study Findings

Multiple Design Options to Deliver Benefits

- Choices about technology, routing, station locations, phasing, etc. should be informed by both technical analysis and community input

Initial planning-level cost estimate in range of \$20 billion to \$30 billion

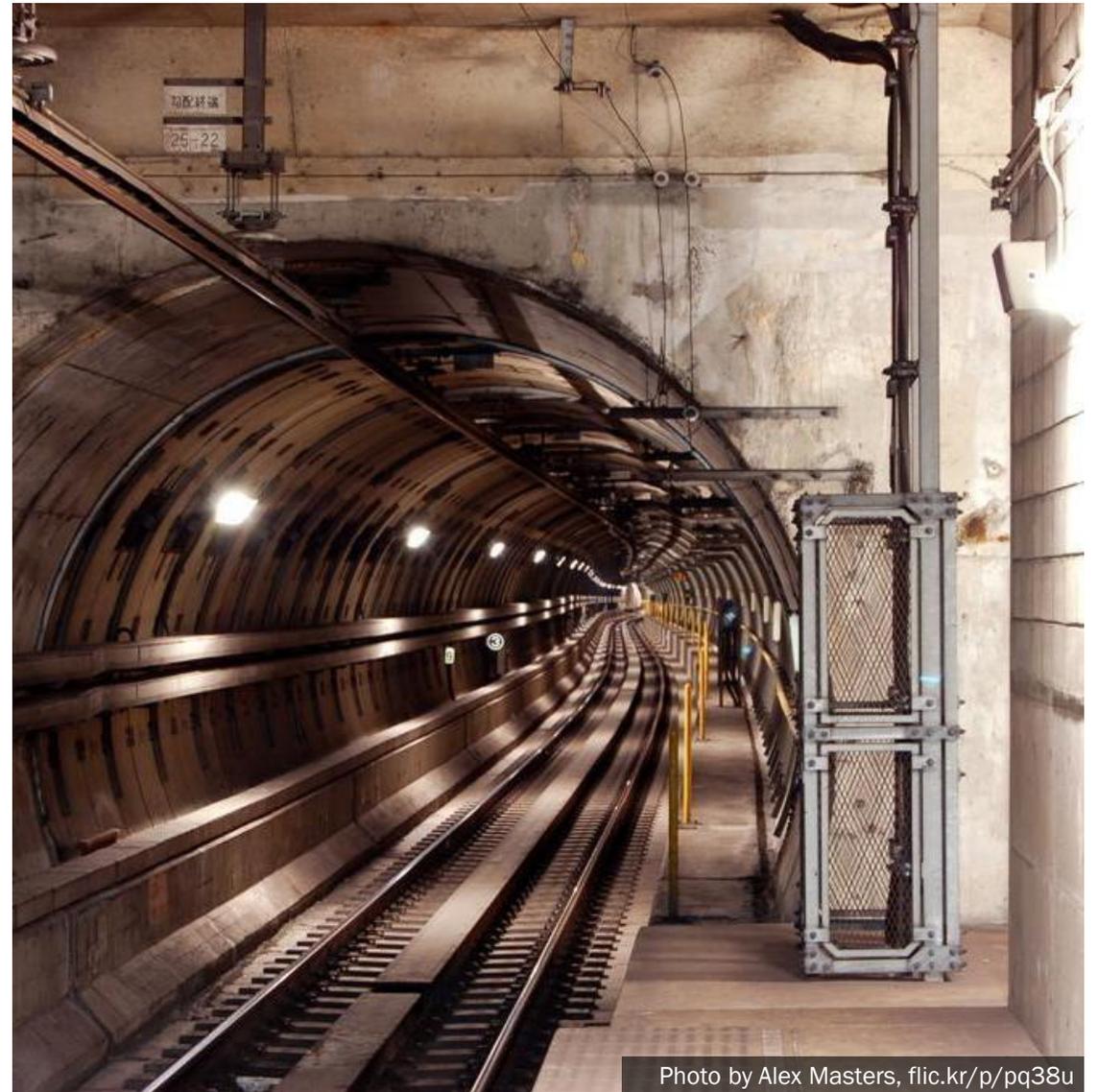
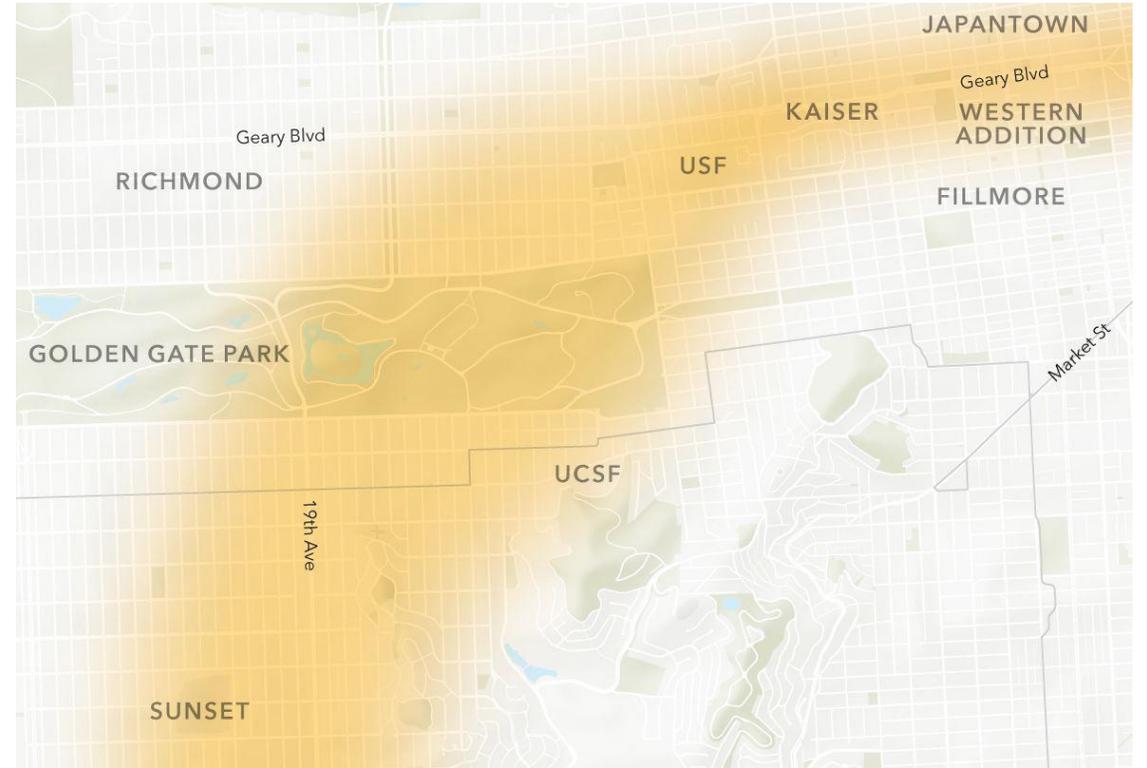


Photo by Alex Masters, flic.kr/p/pq38u

Key Study Findings

Multiple Design Options to Deliver Benefits

- Analysis tested multiple downtown and Geary ↔ 19th Avenue connections
- Each performed relatively similar in overall ridership



Key Study Findings

Project Delivers Travel Time Savings, VMT/GHG Reduction, and Equity Benefits

- Project shows improvement on many key metrics vs no-project 2050 scenarios
- Benefits disproportionately accrue to residents of Equity Priority Communities



Photo by SFMTA Photography Department

Key Study Findings

Project Delivers:

✓ Travel Time Savings

The project increases average SF household 45-minute transit job accessibility by about 45,000 jobs (+6%), and up to 57,000 (+9%) with regional connections

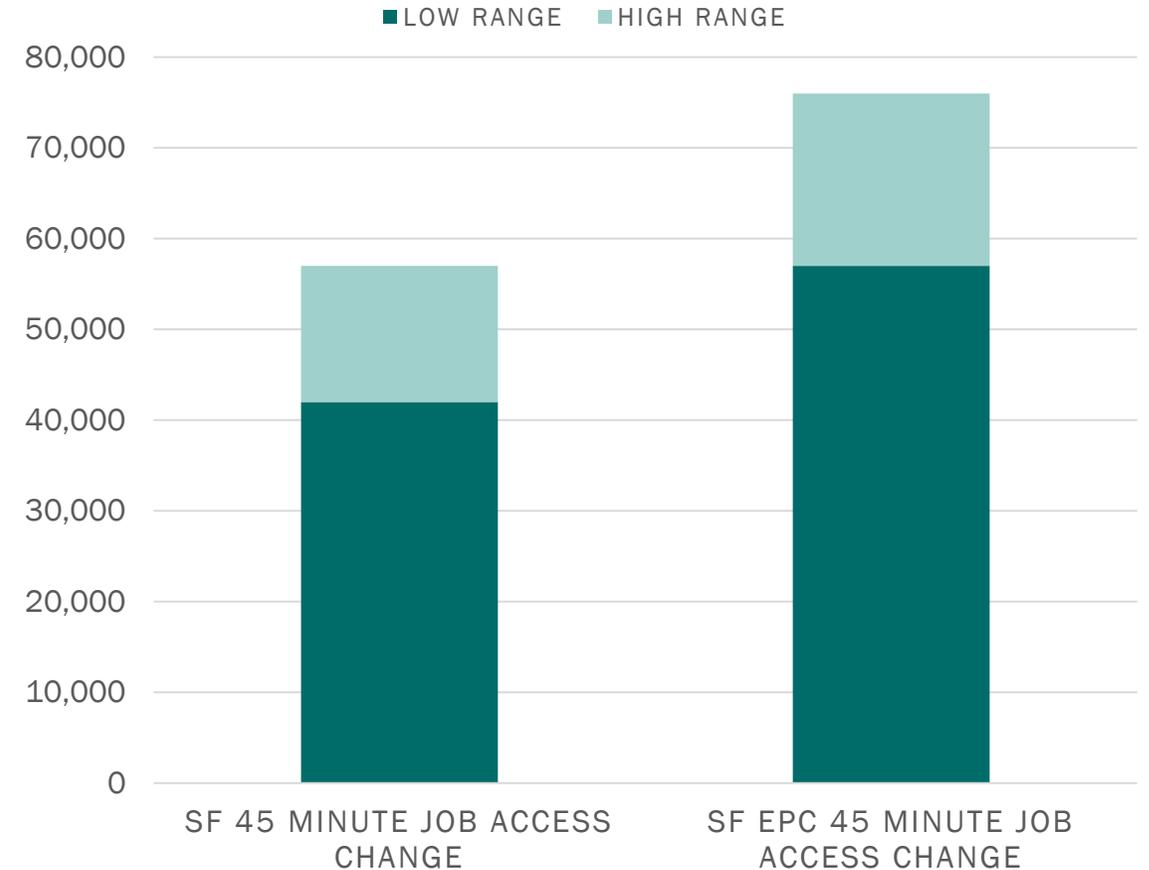
✓ Equity Benefits

SF Equity Priority Community households gain more transit job access, with 57,000 – 72,000 additional jobs accessible within 45 minutes

✓ Reduced Vehicle Miles Traveled and Greenhouse Gas Emissions

4% reduction in citywide vehicle miles traveled (400,000 miles per day)

45 Minute Job Accessibility by Transit



Key Study Findings

Benefits Will Need to Be Regionally Significant

- Supportive policies on land use, parking, transit connectivity, etc. will further boost performance
- Will be critical to attracting funding



Photo by Nelson\Nygaard Consulting Associates, [MTC](#)

Key Study Findings

Project is expected to perform well under traditional federal criteria (FTA Capital Investment Grant Program)

- **Project Justification:** mobility, environmental, and congestion benefits; land use and economic development
- **Local Financial Commitment:** ability to build/operate; local match commitment



Key Study Findings

Existing Sources Are Not Enough to Fund the Project

- Delivering the subway will require a mix of new and existing local, regional, state, and federal sources
- Many of these will be competitive, and project performance should be maximized to make the case



Key Study Findings

A Geary/19th Ave Subway Will Drive Value Creation

- Capturing share of this value will be critical to a project funding plan
- Examples include:
 - **Land Use:** Tax increment, benefit districts, joint development
 - **Economy:** Citywide financing district, sales tax, etc.
 - **Mobility Improvements:** Road pricing/tolling, managed lanes
 - **Climate:** Multiple potential mechanisms (e.g. offsets)

Key Study Findings

Future Steps of Work

- Public input will be critical in future phases of work to frame policy decisions
- Advancing the technical development and understanding alongside to inform these decisions

Presentation at Alamo Square Neighborhood Association



Next Steps



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Study Completion & Adoption

March 2026: Outreach

Spring 2026: Presentation of final report to Transportation Authority Community Advisory Committee and Transportation Authority Board



Thank you.



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