



# Memorandum

## AGENDA ITEM 8

**DATE:** February 18, 2026  
**TO:** Community Advisory Committee  
**FROM:** Jesse Koehler - Rail Program Manager  
**SUBJECT:** Geary/19<sup>th</sup> Ave Subway and Regional Connections Study Update

<p><b>RECOMMENDATION</b>   <input checked="" type="checkbox"/> <b>Information</b>   <input type="checkbox"/> <b>Action</b></p> <p>None. This is an information item.</p> <p><b>SUMMARY</b></p> <p>The Geary/19<sup>th</sup> Ave Subway is one of five recommended major transit expansion projects identified in the ConnectSF Transit Strategy (2021) and the 2050 San Francisco Transportation Plan (2022). At the request of Commissioner Melgar, the Transportation Authority, in partnership with SFMTA and the San Francisco Planning Department (SF Planning), initiated the Geary/19<sup>th</sup> Ave Subway &amp; Regional Connections Study (Study) to undertake initial planning for the subway and to prepare for subsequent phases of project development. The Study is intended to refine our understanding of potential project performance and benefits, as well as to identify the key strategic choices that would need to be evaluated and considered in future phases of work. The Study Team has concluded that the project would deliver broad benefits to San Francisco and the region. The project’s capital costs are significant - estimated at approximately \$20-30 billion in current year dollars, and advancing the project will require the development of new funding mechanisms, including sources that harness project benefits. We will conduct a second round of public outreach to share initial findings and recommendations in March 2026, followed by bringing forward the Study’s final report to the CAC and Board for approval in the spring.</p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Fund Allocation</li> <li><input type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/Legislation</li> <li><input checked="" type="checkbox"/> Plan/Study</li> <li><input type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input type="checkbox"/> Budget/Finance</li> <li><input type="checkbox"/> Contract/Agreement</li> <li><input type="checkbox"/> Other: _____</li> </ul>
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## **BACKGROUND**

Local and regional planners have considered the potential for a subway along the Geary corridor through numerous studies over the past several decades. These plans have consistently identified the need for an improved connection between the west side of San Francisco and Downtown, and the needs of travelers have remained constant - faster trips, less crowding, and better connections to the regional transit system. Recent investments in the surface transportation network through projects including SFMTA's Geary Boulevard Improvement Project have helped address nearer-term capacity and congestion challenges, but long-term forecasts still show the need for grade-separated rapid transit in the corridor.

The ConnectSF Transit Strategy (2021) and the 2050 San Francisco Transportation Plan (2022) evolved our understanding of potential solutions. By aligning a subway under Geary Boulevard with a new transbay rail crossing in the east (Link21) and by incorporating an alignment under 19<sup>th</sup> Avenue towards a connection in San Mateo County to the south, the project would benefit both San Francisco and regional travelers, acting as an important link in the regional and state rail network.

In April 2022, the Board appropriated \$577,156 in Prop K sales tax funds for the Study. The Board also concurrently allocated \$170,367 in Prop K funds to SFMTA and \$74,751 in Prop K funds to SF Planning to provide for the partner agencies' work within the Study.

## **DISCUSSION**

**Study Approach.** Planning and construction of a subway is a multi-phase effort, occurring over many years. The Study has worked to: identify and preliminarily assess key design choices; refine understanding of project benefits and costs; identify a preliminary framework for project funding; and develop an initial roadmap to inform project planning and development through subsequent phases of work.

The Study Team, with the review of partner agencies and incorporating community input through public outreach, developed a high-level goal framework for the project through which to assess project benefits:

- Improve the traveler experience and provide better transit service to the corridor, San Francisco, and the Bay Area;
- Serve current needs and planned growth in the corridor and region; and



- Contribute to regional and state targets by advancing equity, affordability, climate, and environmental goals

With these goals in mind, we worked to identify significant project attributes that illustrate key options for the project's design and that represent an envelope of anticipated performance. This set of project attributes focused on:

- Regional Connectivity: How could a Geary/19<sup>th</sup> Avenue Subway connect to the East Bay and to the Peninsula?
- Downtown Routing: What options exist for a route through Downtown San Francisco?
- Connecting Geary Boulevard & 19<sup>th</sup> Avenue: What are the implications of the alignment between these two core segments?
- Train Technology: What options exist to provide strong regional integration while serving the corridor's need for high-capacity rapid transit?

The Study Team developed a set of indicative options to evaluate project performance against the project goals. The results of this analysis have been used to describe an initial range for project benefits, including anticipated reductions in travel time, increases in accessibility, and benefits to equity priority communities. We have also identified additional strategic considerations and building blocks that future phases of planning should address.

**Initial Findings.** The Study has found that a Geary/19<sup>th</sup> Avenue Subway has the potential to contribute significantly to improvements across the project's three goal areas described above. Specifically, the Study has identified the following initial findings:

- The case for the project is promising, and San Francisco should continue to advance planning while developing potential project funding mechanisms to support the anticipated project cost of approximately \$20-30 billion.
- Regional connectivity is fundamental, as the project performs very strongly as an integrated part of the regional rail network with through-running trains.
- Multiple design options would deliver benefits, with various approaches to project alignment and connectivity performing similarly in overall ridership while directly serving different destinations.



- The project delivers travel time savings, greenhouse gas reductions, and equity benefits, with greater benefits accruing to residents of Equity Priority Communities.
- Existing funding sources are not enough to deliver the project, and continuing to advance this work will require a mix of new and existing funding sources, and from all levels of government.
- A Geary/19<sup>th</sup> Ave Subway will drive value creation in terms of land value, economic activity, mobility improvements, and reduced climate impacts; capturing a share of this value will be a critical element of the project's funding plan.

These initial findings will be further refined and described in the Study's forthcoming final report, with the reflection of additional input from agency partners and feedback from upcoming public outreach.

**Next Steps.** We will conduct a round of community outreach early next month, to share the Study's initial findings with members of the public. Following this round of outreach, we will finalize the Study report, including a description of the case for advancing the project and a high-level roadmap for potential future phases of work. We plan to bring the final report to the CAC and Board for consideration this spring.

## **FINANCIAL IMPACT**

None. This is an information item.