

# Adopt Geary/19th Ave Subway & Regional Connections Study Final Report

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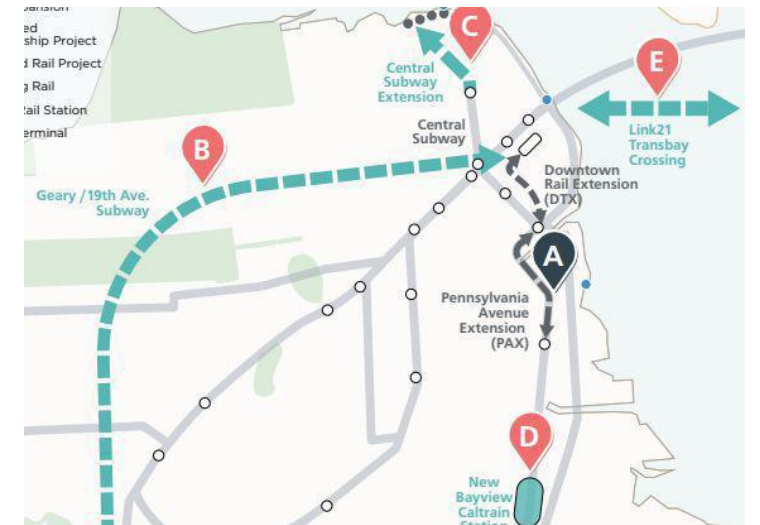
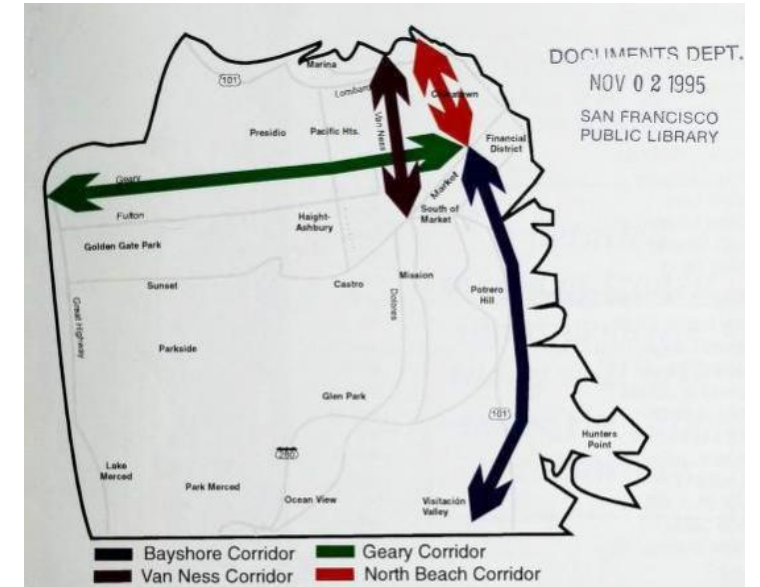


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Community Advisory Committee – Agenda Item 12  
May 27, 2026

# 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?

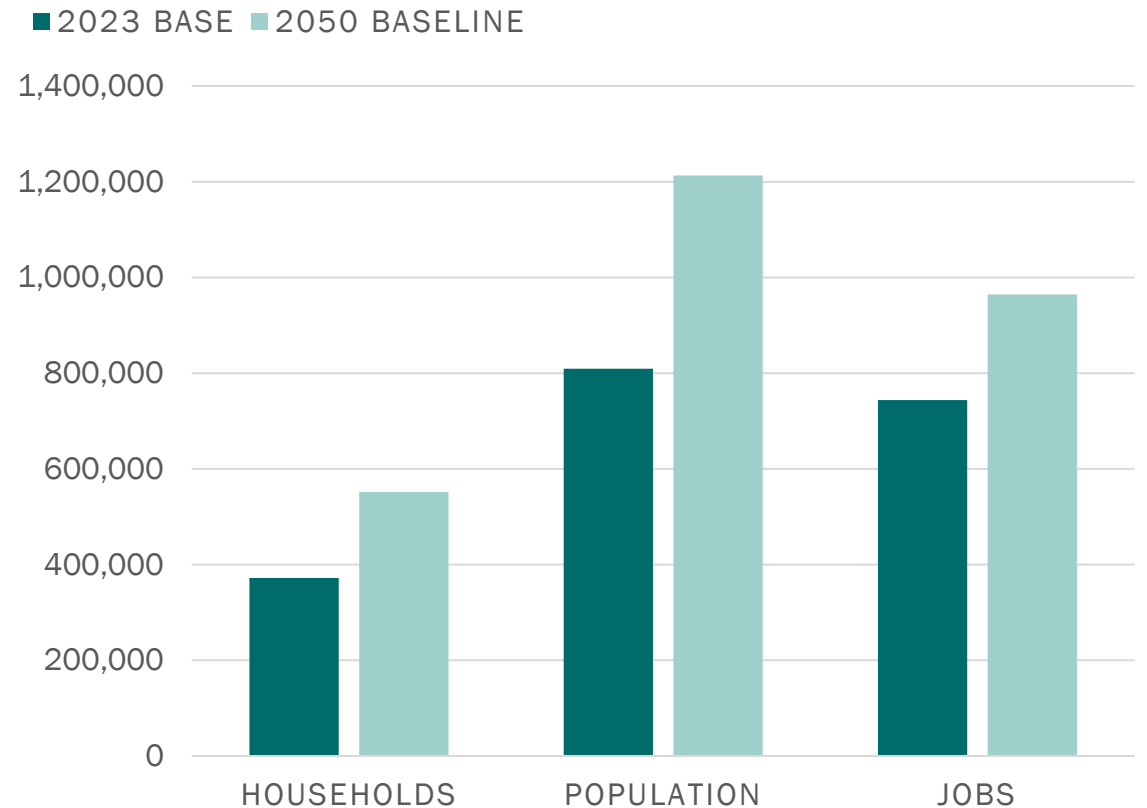
- Major Bay Area transit agencies including Muni, AC Transit, BART and Caltrain, are forecasting annual operating shortfalls in the near future
- Local and regional funding measures are expected later this year
- Advancing project planning now will help lay the groundwork for securing capital funding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



# Public Outreach & Feedback

- Two rounds of online town hall meetings
- 1-on-1 meetings and presentations with community groups and interested organizations
- Online survey



# Public Outreach & Feedback

## Feedback received (2400+ survey responses):

- Community members understand the need for improved transit connections; broad interest in continued planning
- 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 Design 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

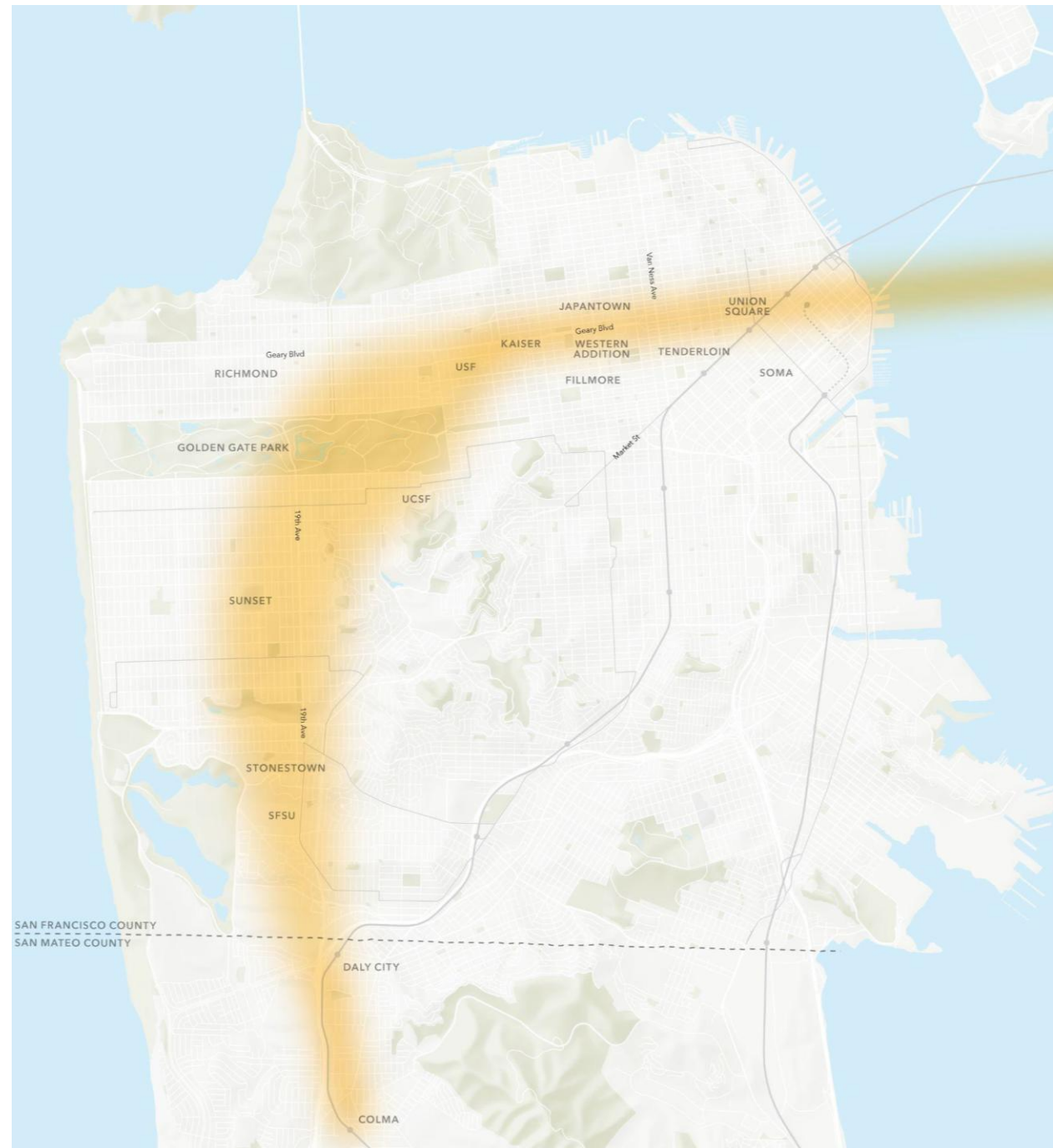
## ConnectSF Transit Strategy [\(PDF\)](#)



# Key Study Findings

## Regional Connectivity Broadens Benefits

- 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

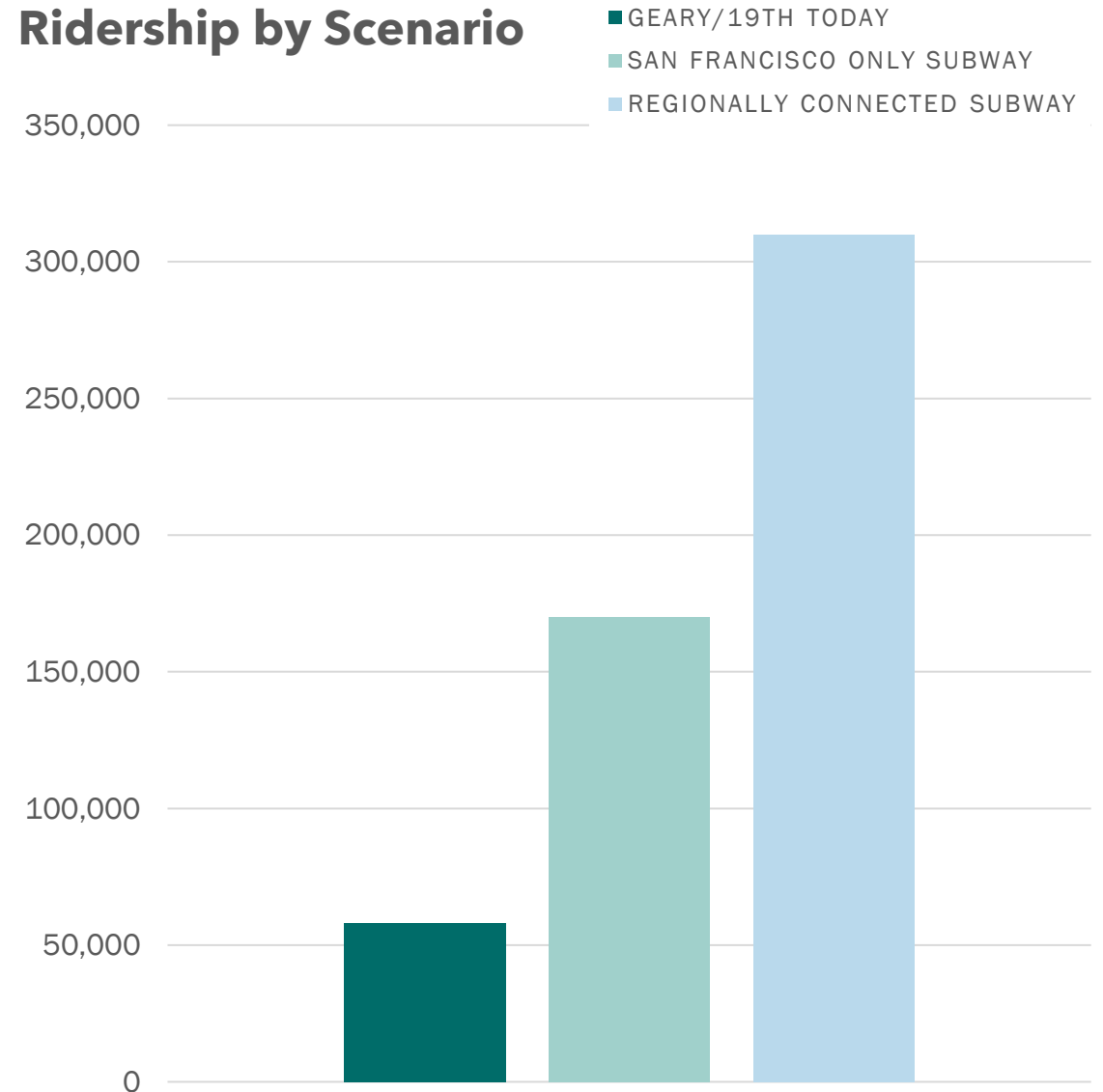


# Key Study Findings

## Regional Connectivity Broadens Benefits

- 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 (vs no project)

### 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**

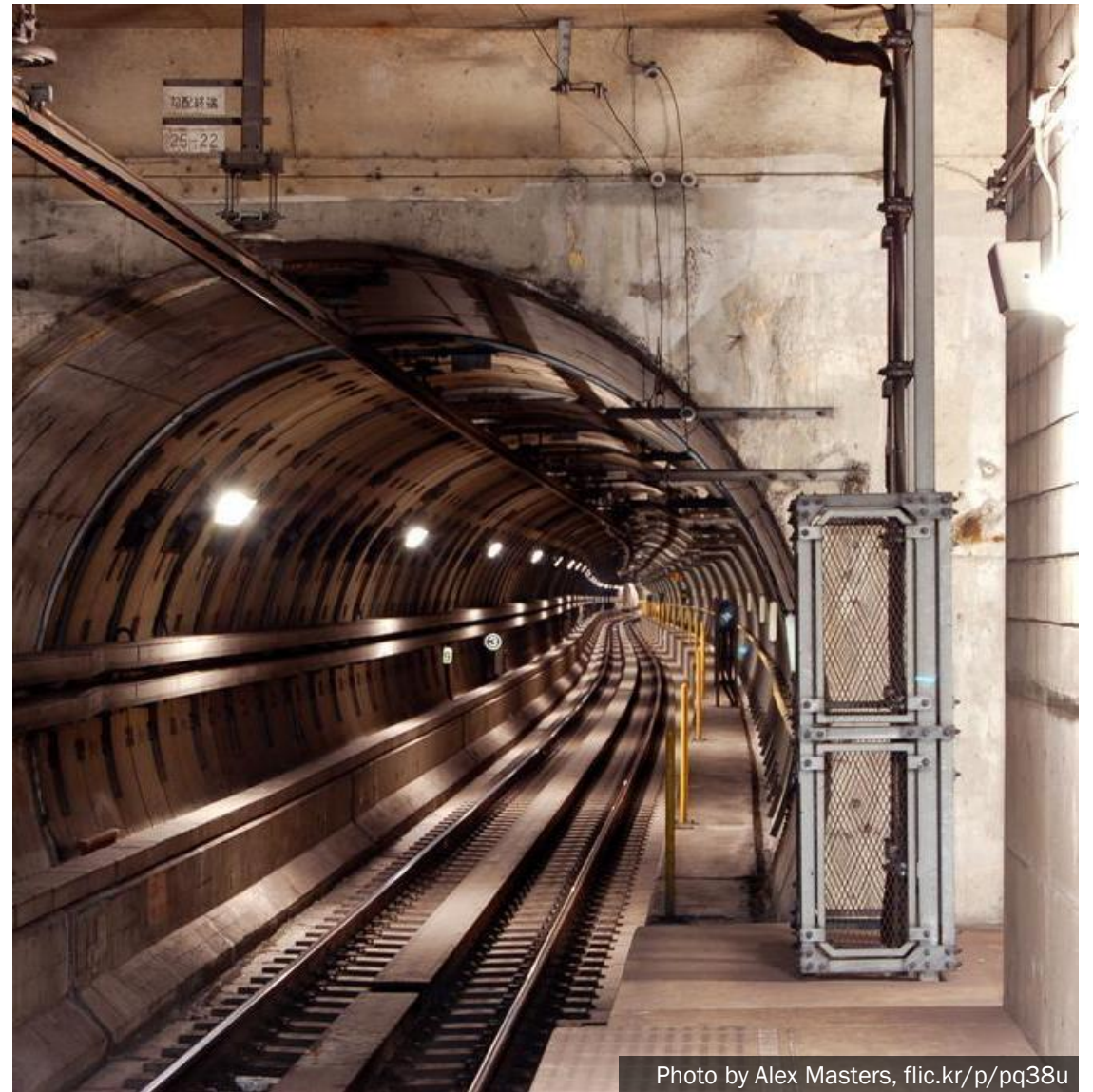
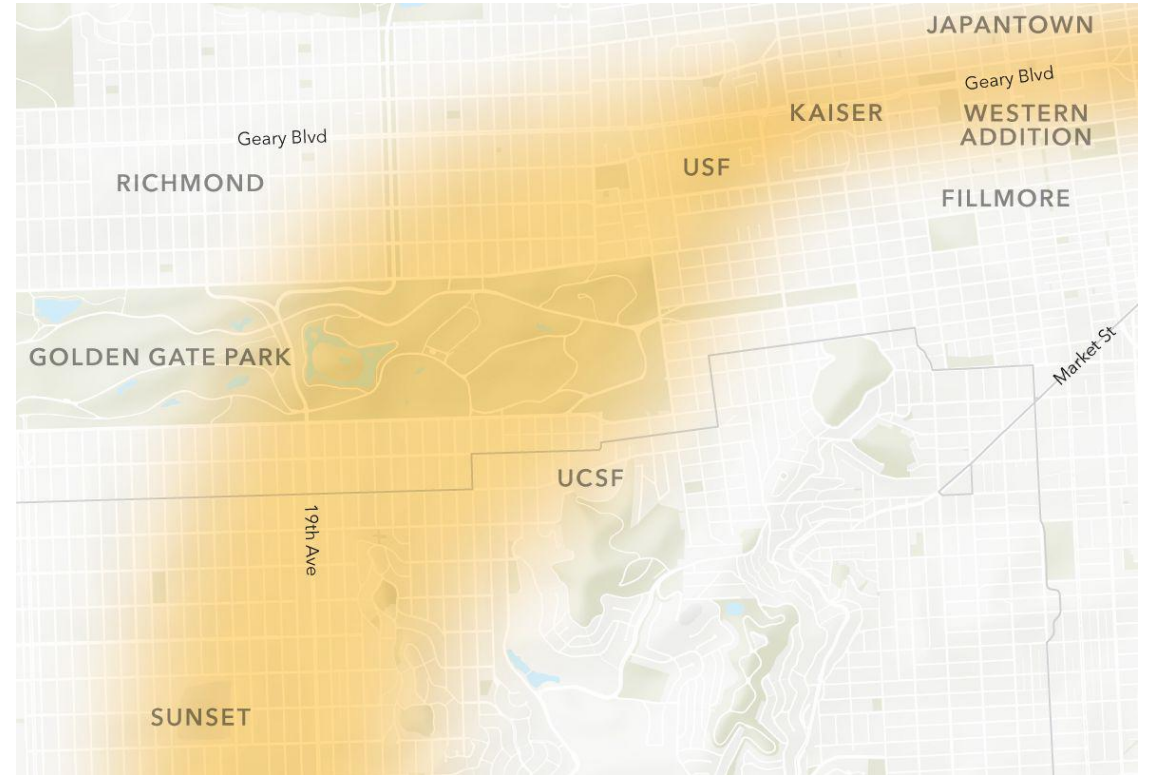


Photo by Alex Masters, [flic.kr/p/pq38u](https://flic.kr/p/pq38u)

# Key Study Findings

## Multiple Design Options to Deliver Benefits

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

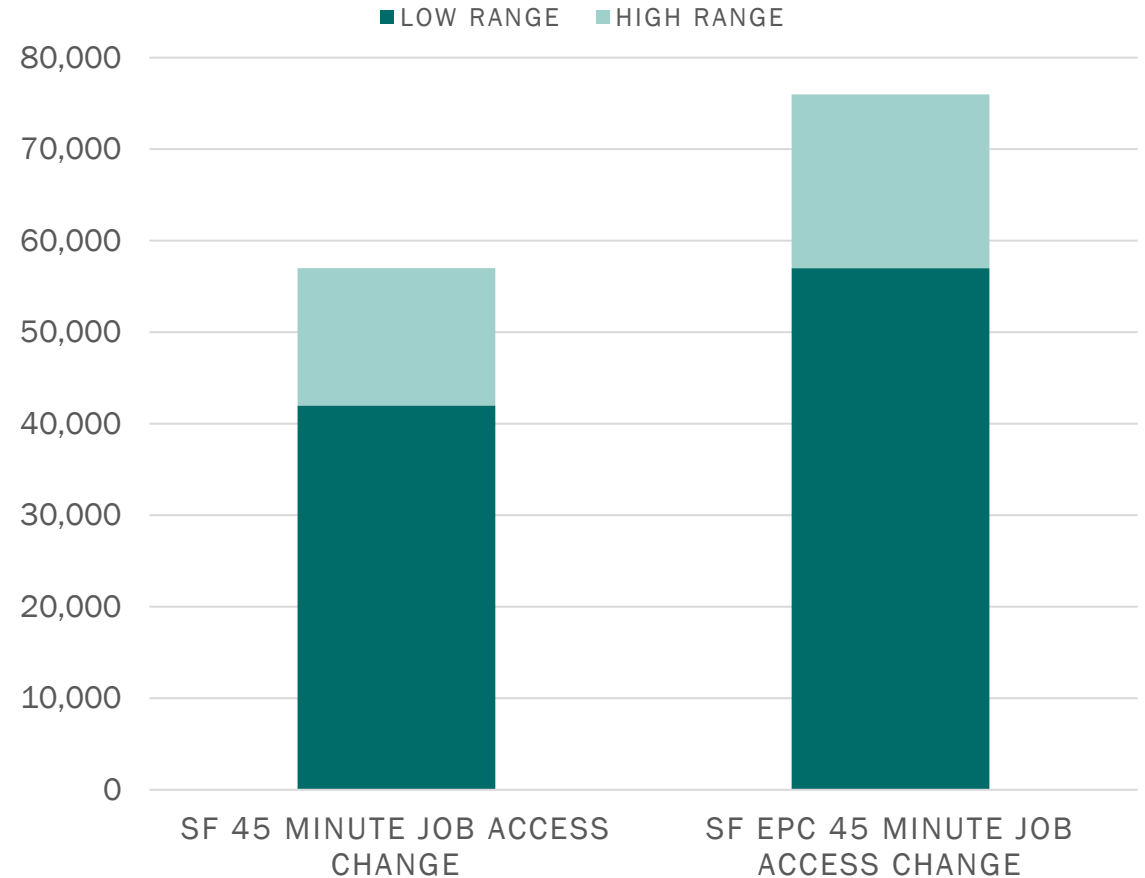
### ✓ Equity Benefits

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)

## Increase in 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

## Project Development and Delivery Will Require Significant New Funding

- 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 the project's 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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# Long Range Planning Process

The San Francisco Transportation Plan (SFTP) is San Francisco's countywide 30-year blueprint for transportation system development & investments.

- Integrates all modes and operators serving SF
- Identifies infrastructure priorities for state and federal funding, e.g.:
  - 3rd Street / Central Subway LRT
  - Caltrain Electrification
  - The Portal



# Long Range Planning Criteria

- We expect the project to perform well at local, regional, and national level on benefits
- Next SFTP update is planned to help guide major capital prioritization

## Local Criteria (SFTP)



**Economic  
Vitality**



**Safety and  
Livability**



**Equity**



**Environmental  
Sustainability**



**Accountability  
and Engagement**

# Next Steps for the Geary/19<sup>th</sup> Ave Subway

## Large Projects Have Long Timelines

- Peer projects in California have typically taken 15 to 20 years from project initiation to revenue service
- Projects moving most quickly through these steps demonstrate robust local and regional financial commitment
- Strong community support is also essential



Photo by LACMTA

# Next Steps for the Geary/19<sup>th</sup> Ave Subway

## Initial Tasks for Near Term Advancement

- Full Alternatives Analysis study estimated at \$10m-\$15m
  - \$1.5m in Prop L sales tax programmed
  - Plan to seek One Bay Area Grant for additional \$1.5m
- Anticipated prioritized tasks, pending final budget:
  - Project phasing options
  - Funding plan development
  - Routing and station location planning
  - Public outreach and engagement



# Thank you.

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[sfcta.org/stay-connected](https://sfcta.org/stay-connected)