

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

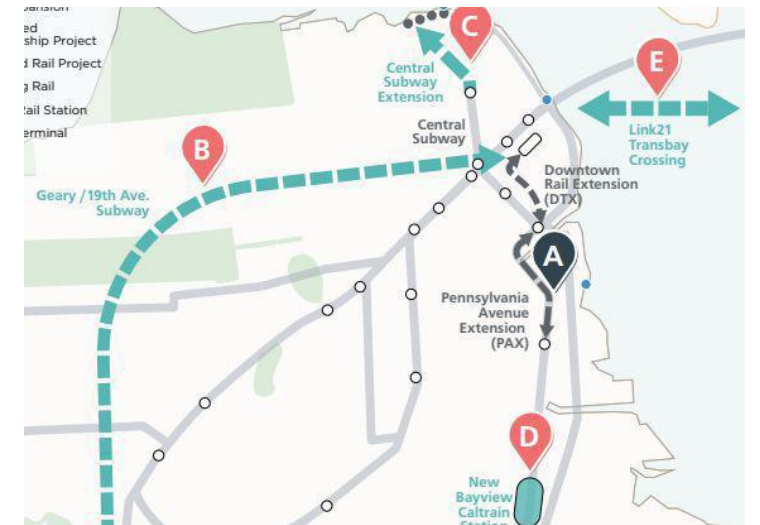
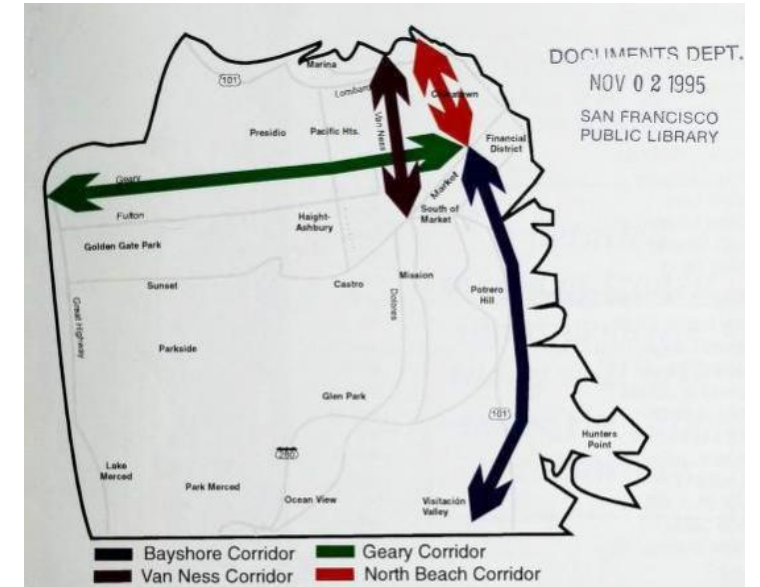


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Transportation Authority Board - Agenda Item 9
June 09, 2026

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



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

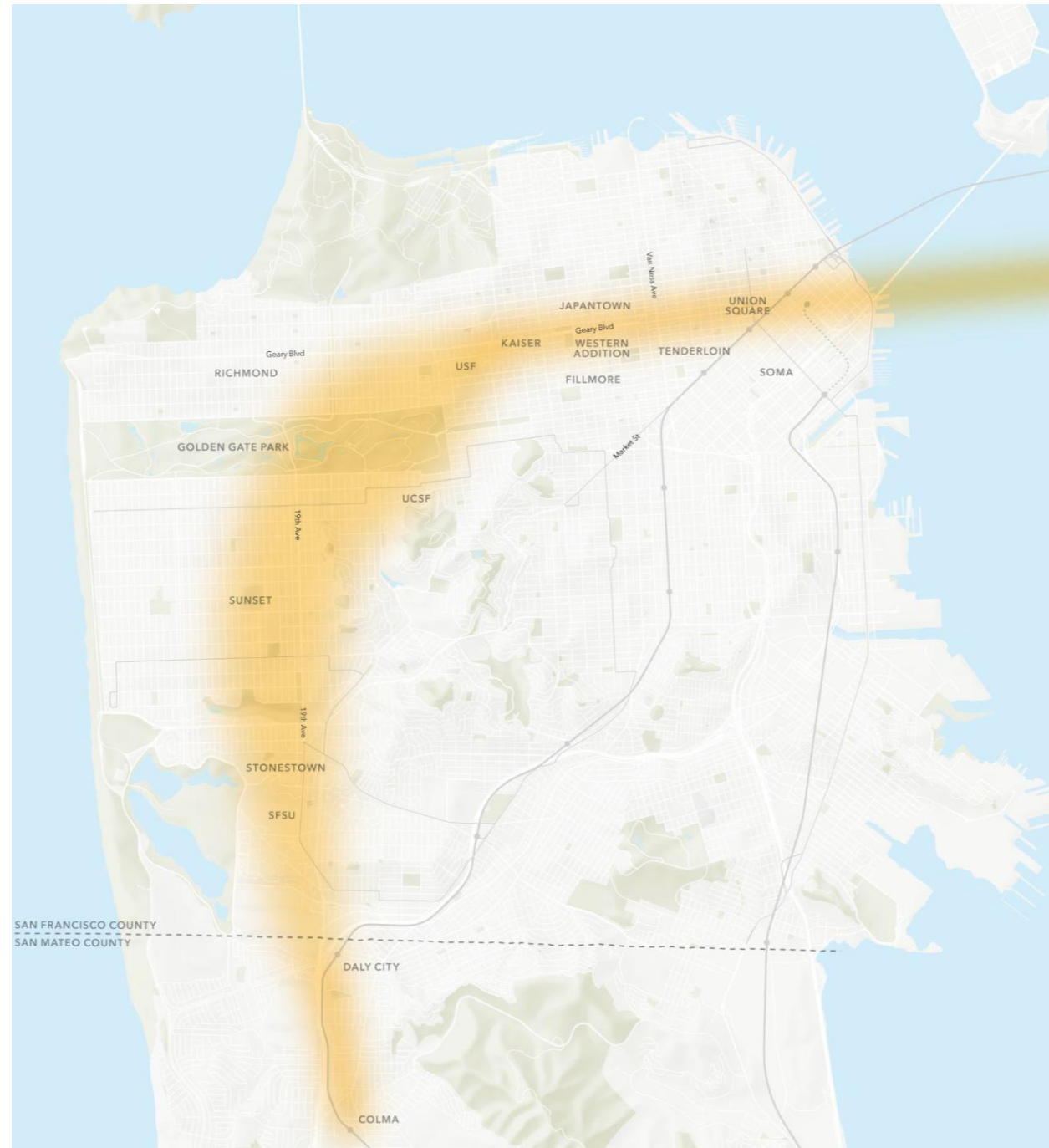
ConnectSF Transit Strategy [\(PDF\)](#)



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

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

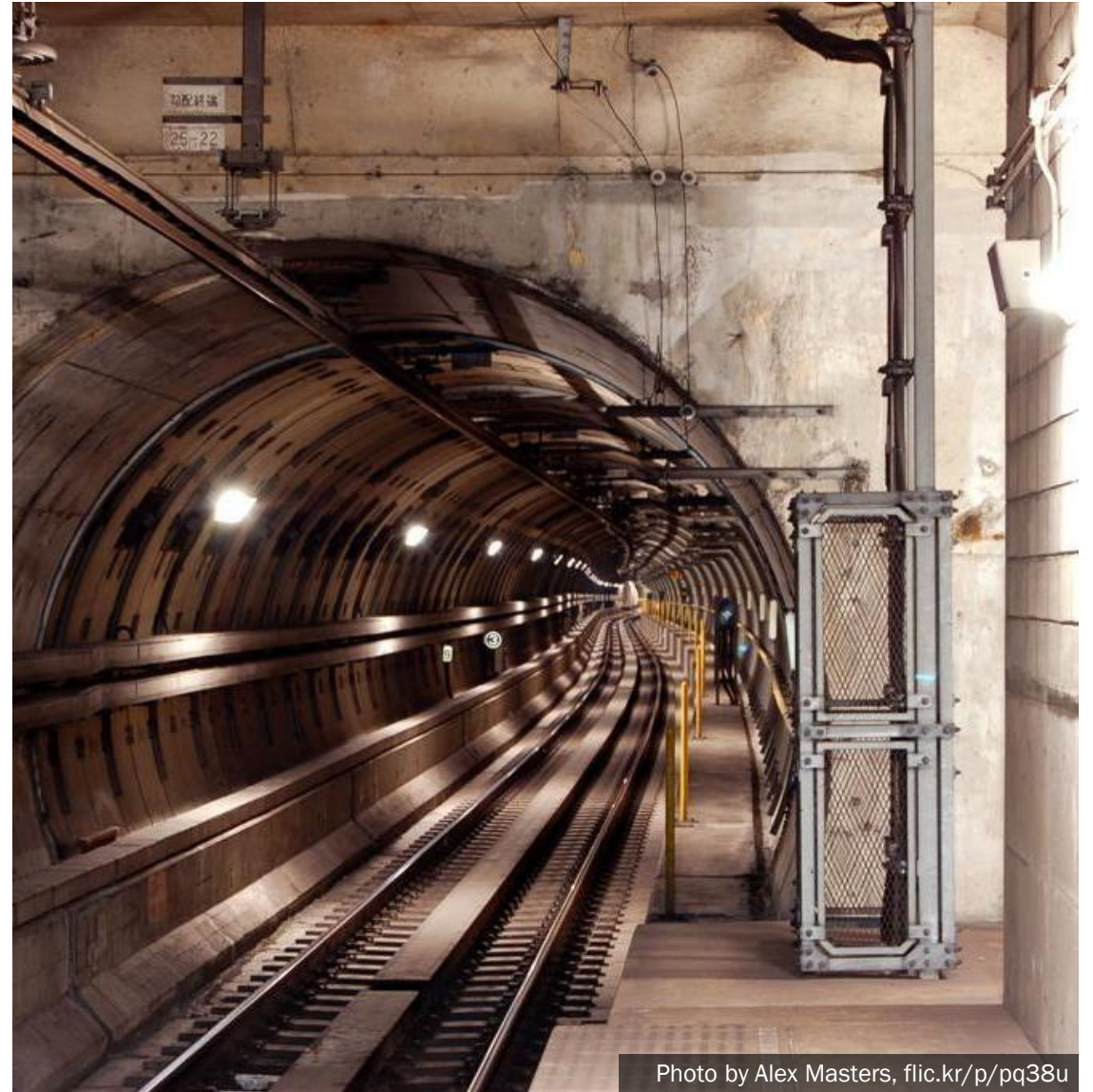


Photo by Alex Masters, flic.kr/p/pq38u

Key Study Findings

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 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



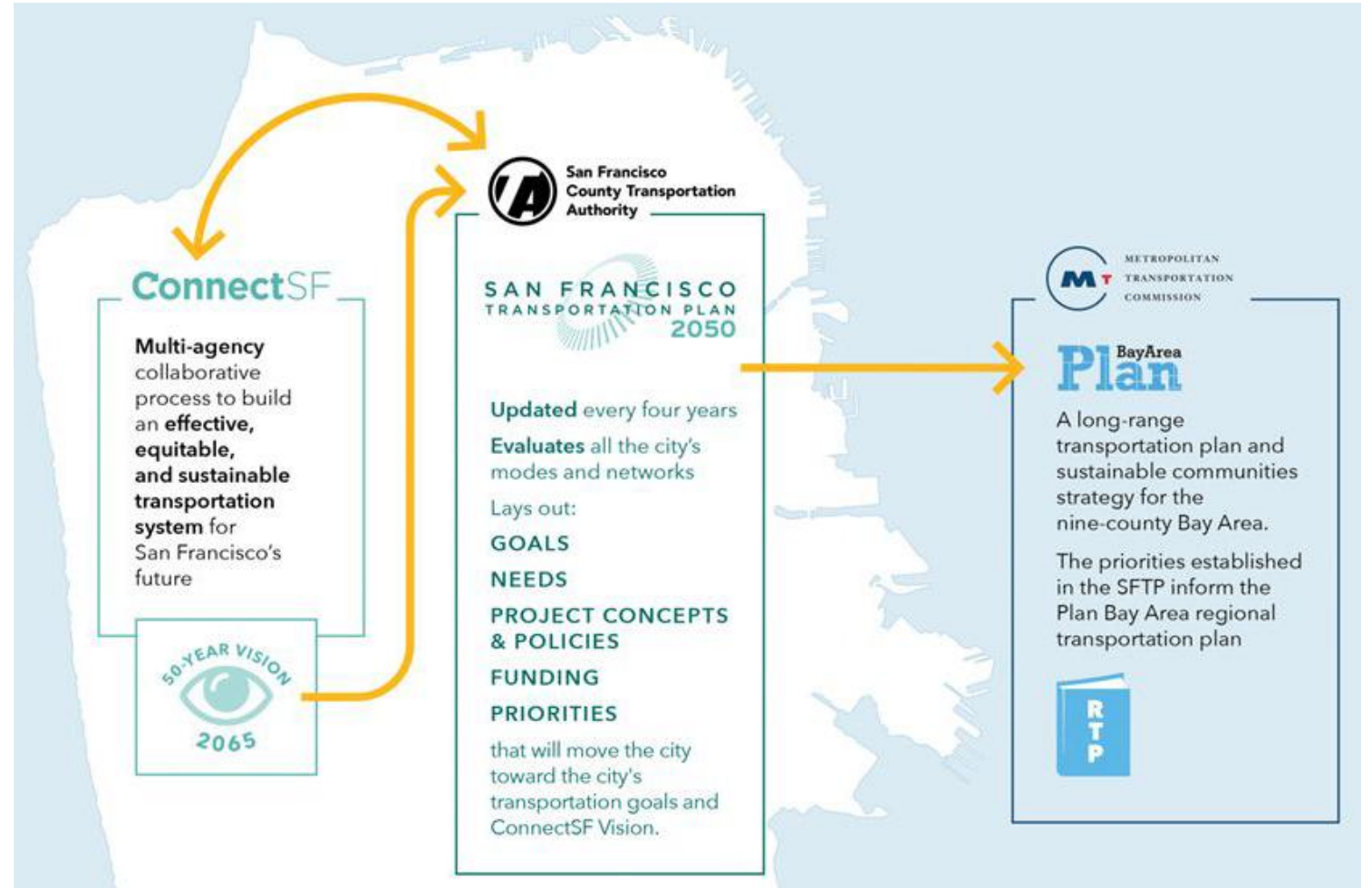
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Long Range Planning Process

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/19th 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/19th 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



Photo by California Local Government Commission

Thank you.

sfcta.org/geary19th

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sfcta.org/stay-connected