



**SFMTA**  
Municipal  
Transportation  
Agency

# 19<sup>th</sup> Avenue/M-Line Southwest Subway

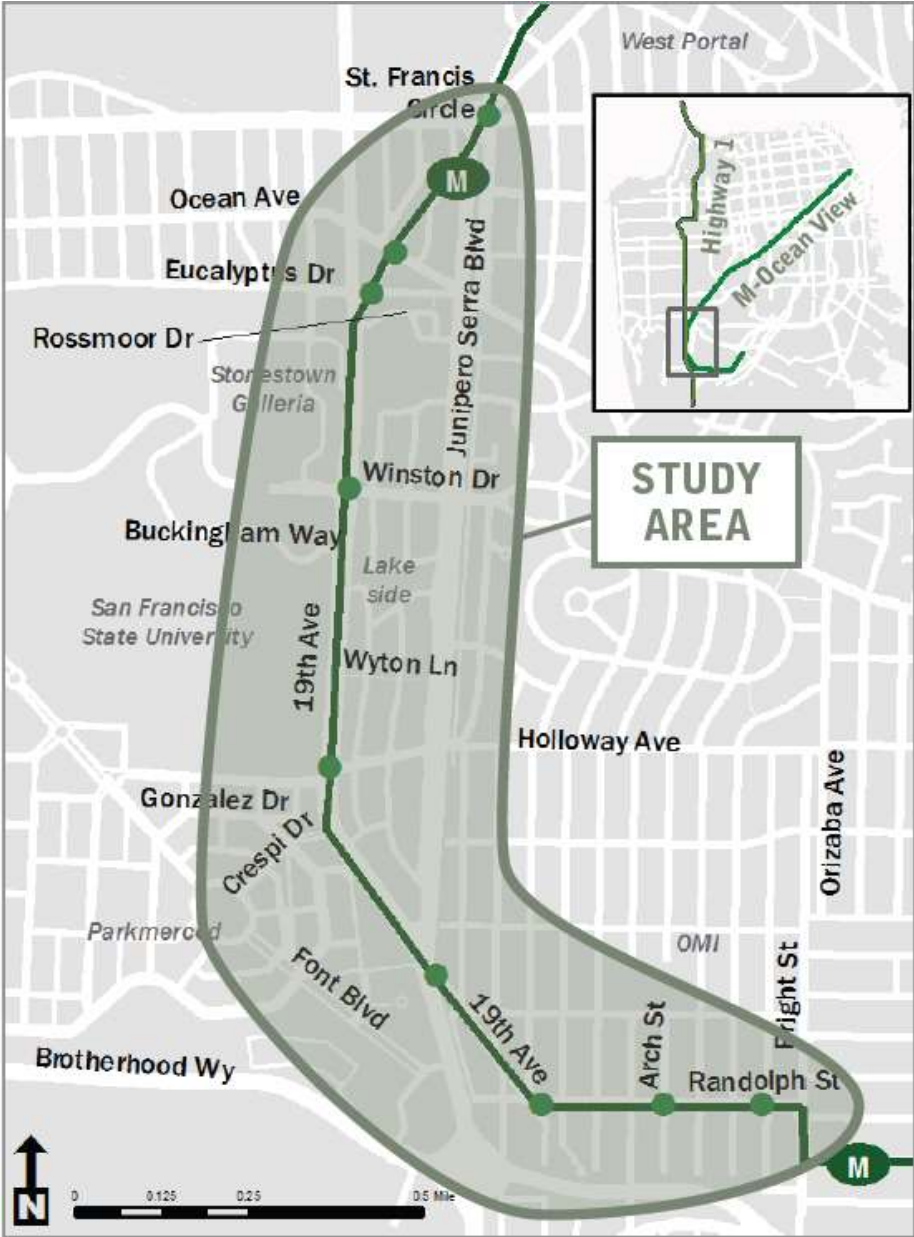


SFMTA Board of Directors  
April 1, 2014

**19TH AVENUE  
TRANSIT STUDY**

A graphic element at the bottom of the logo consisting of three small squares (green, blue, orange) followed by a horizontal line.

# Study Corridor



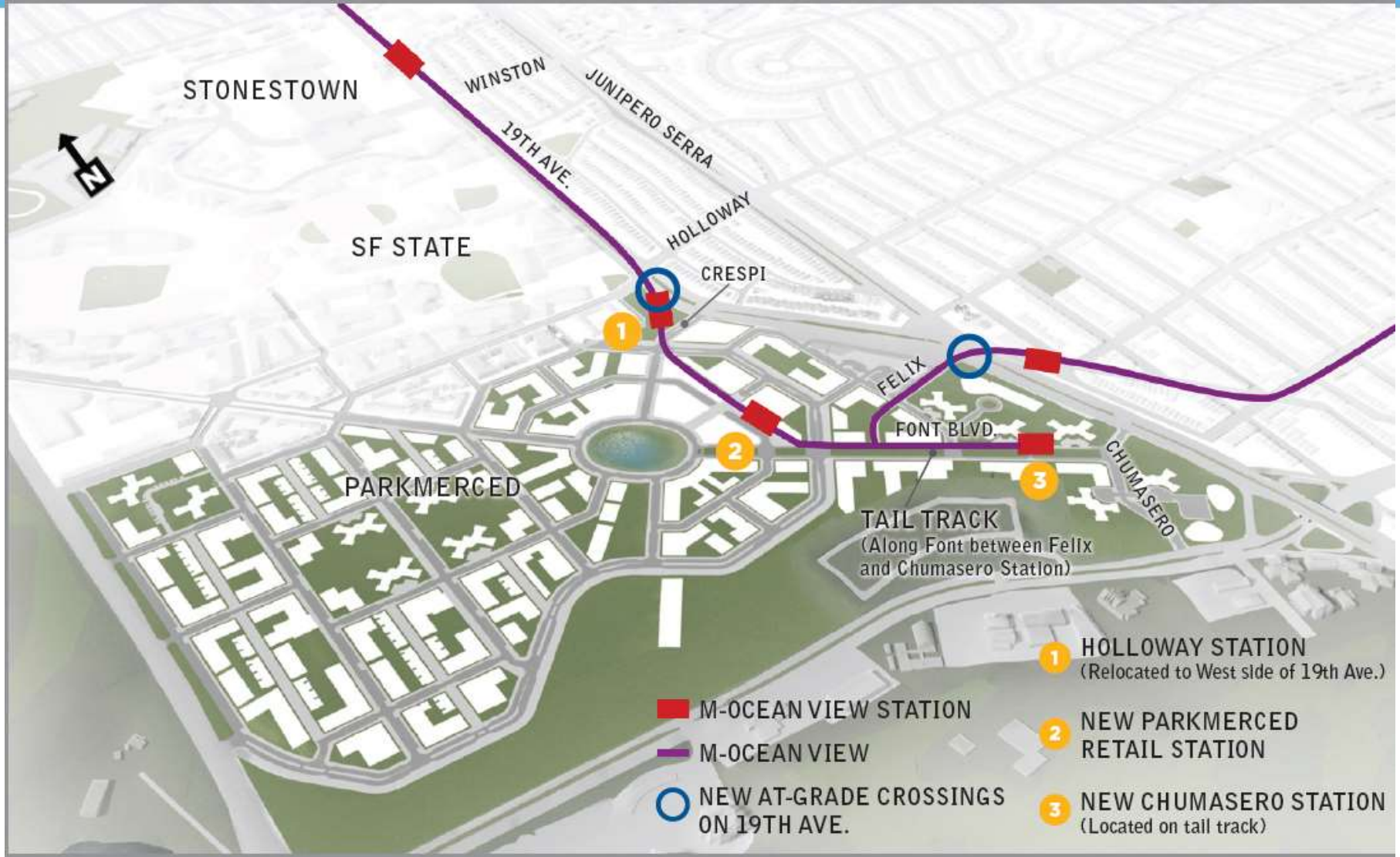
Slides courtesy of San Francisco County Transportation Authority

# Existing Conditions

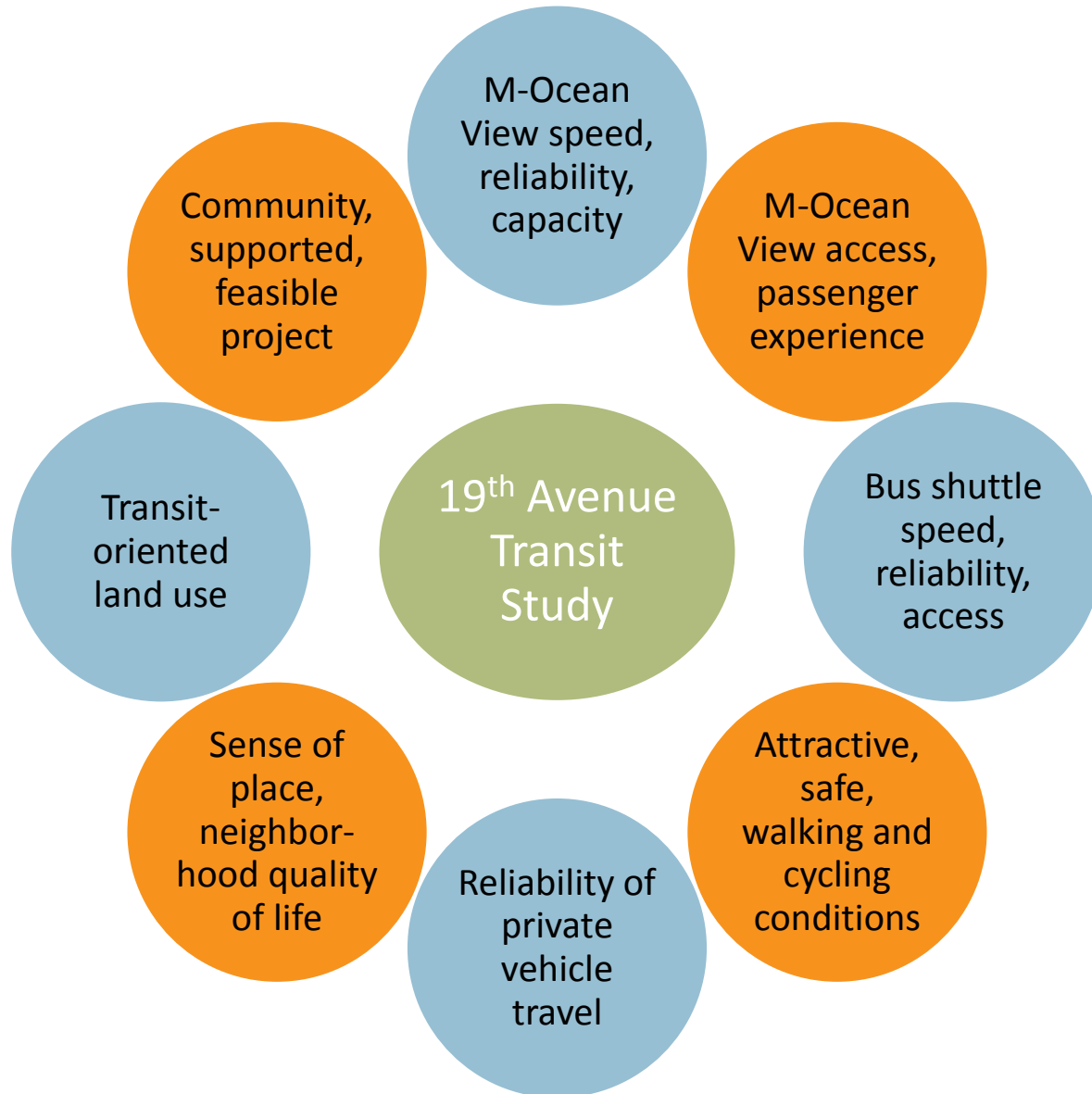




# Baseline Parkmerced Commitment

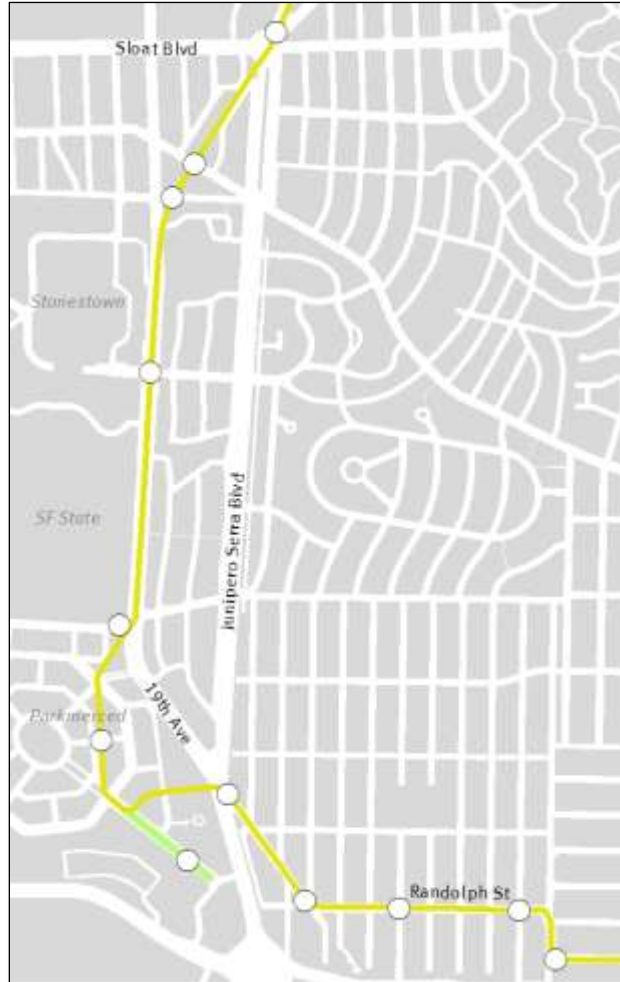


# Planning Goals Framework

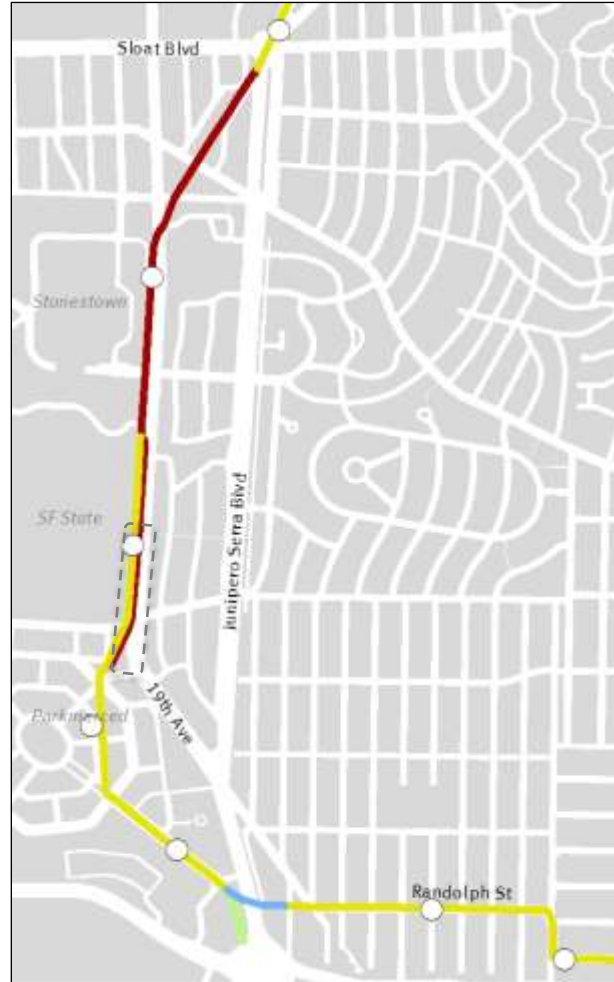


# Alternatives Evaluated

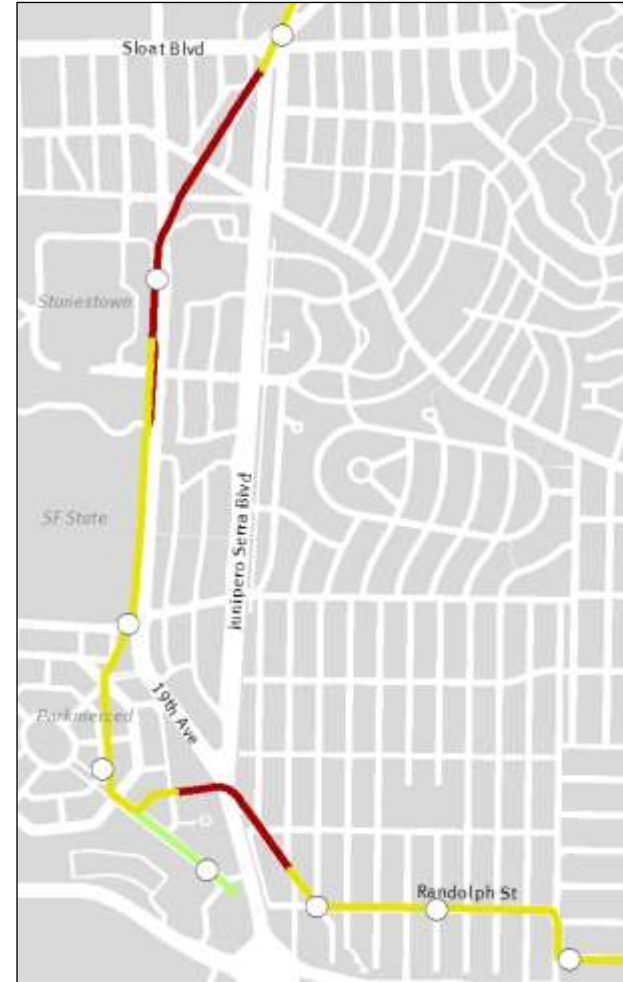
## Baseline



## Longer Subway and Bridge



## Shorter Subway and Tunnel



- Below ground/subway
  - At grade/street level
  - Above ground/bridge
  - Tail track (used for “short” trains to run only between Downtown and Parkmerced)
- ⋮ Range of potential station location

# Longer Subway Benefits

Longer Subway performs better than Shorter Subway because:

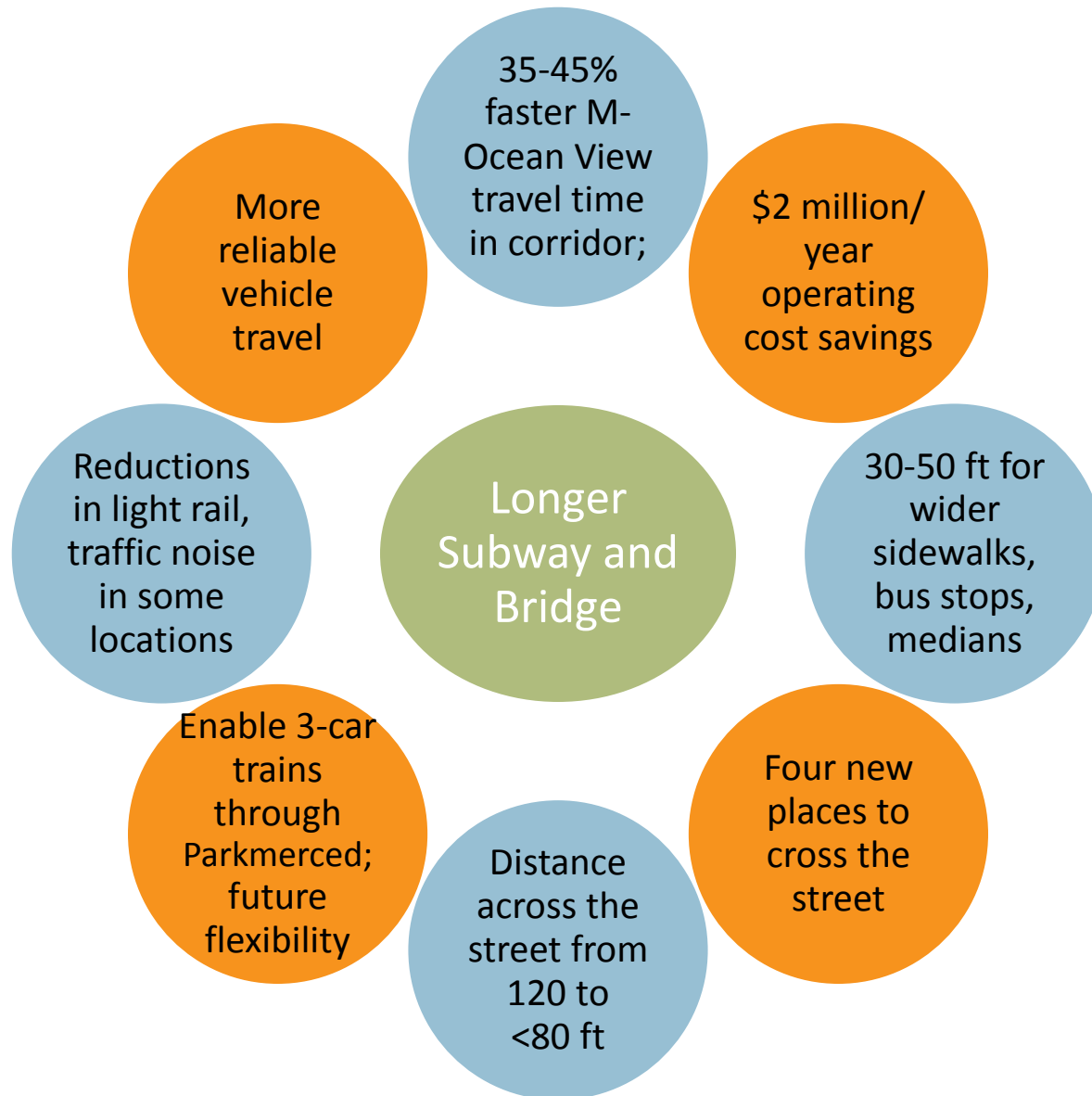
- **Faster and more reliable light rail, bus, shuttle travel time**
- **More space available to widen sidewalks and improve pedestrian and bicycle comfort and safety**
- **Costs \$90 million more in capital, but saves \$1.1 million/year more in operating costs**

Southern bridge, Parkmerced-Ingleside Heights performs better than tunnel because:

- **Faster light rail travel time**
- **Creates a new bike/ped link**
- **Costs \$160 million less**



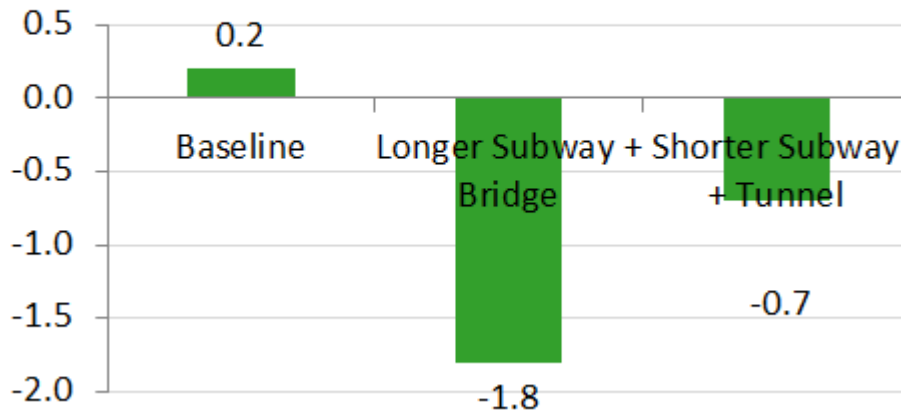
# Longer Subway and Bridge Key Benefits





# Capital and Operating Costs

**Net Change in Annual Operating Costs  
(in millions of 2013 \$)**



\*Does not include: change/increase in fare revenue, reduction in capital cost if fewer train sets are needed; systemwide average maintenance/station staffing costs included in operating cost changes

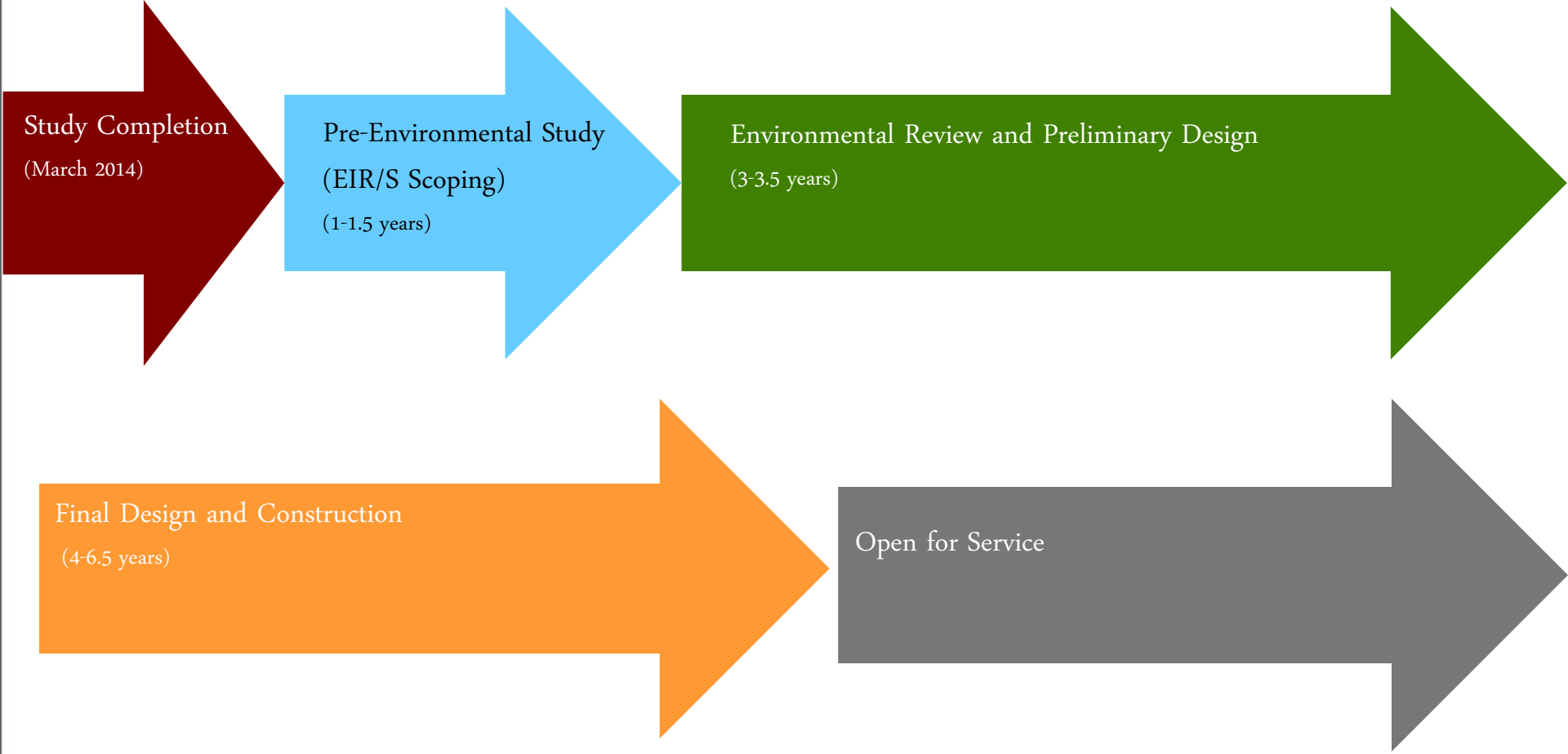
	Capital Cost, millions of 2013 \$
Baseline	\$70
Longer Subway + Bridge	\$520 most likely (\$420-\$780)
*\$90 mil. difference between shorter and longer subway , \$160 mil. difference between bridge and tunnel	

Source: Arup, Level 5 Rough Order of Magnitude Costs developed in accordance with Association for the Advancement of Cost Engineering Internal best practices, +30% soft costs

# Community response generally enthusiastic



# Potential implementation pathway



# Capital Plan and CIP



- SFMTA 20-YEAR CAPITAL PLAN – Highest rated project in Transit Optimization and Expansion
- SFMTA DRAFT 5-YEAR CIP
  - Next Phase (Pre-Environmental Conceptual Design)  
\$1,020,000 in FY 2015
  - Environmental Phase - \$3.0 M+ in FY 2016-18

## NEXT PHASE: Pre-Environmental Review Study

- **PURPOSE** – To scope EIR/S and refine project
- **DELIVERABLES**
  - Caltrans PSR (Project Study Report)
  - Funding & Implementation Strategy
  - 5-10% Design
- **PARTNERSHIP** – SFMTA/Transportation Authority