



Legend

- Existing T-Third Alignment (Phase 1)
- Central Subway Alignment (Phase 2)
- Central Subway North Beach Tunnel Extension
- Stations
- +++++ Caltrain
- BART
- Surface to Subway Portal

Benefits

- Improves regional connections to Caltrain, BART and Muni
- Carries 78,000 riders in the year 2030
- Reduces travel time from 20 to 7 minutes from 4th/King to Chinatown
- Increases transit use
- Achieves SFMTA transit service and mobility goals
- Enjoys strong public and political support
- Supports local, regional and state planning initiatives
- Enhances and preserves the environment:
 - Reduces air and noise pollution
 - Relieves surface congestion

Timeline

2003 – 2008	Preliminary Engineering/Environmental
Feb. 2008	SFMTA selects updated Locally Preferred Alternative
Fall 2008	Federal Transit Administration (FTA) Record of Decision
2009 - 2010	Final design
2010 - 2015	Construction
2016	Begin operation

Funding (Millions)

	T-Third (Phase 1)	Central Subway (Phase 2)	Total	% of Total
Federal	\$75.2	\$762.2	\$837.4	43.2
State	\$190.1	\$356.2	\$546.3	28.2
Local	\$382.7	\$171.3	\$554.0	28.6
Total	\$648.0	\$1,289.7	\$1,937.7	100.0

Project Information

Project Office 821 Howard Street, 2nd Floor, San Francisco, CA 94103

Infoline 415-701-4371

Website www.sfmta.com/central

Email central.subway@sfmta.com