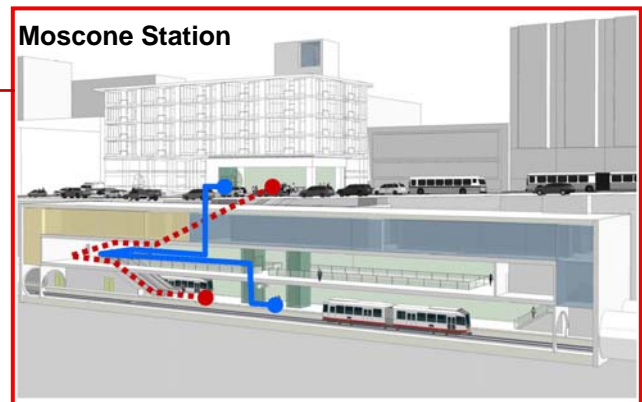
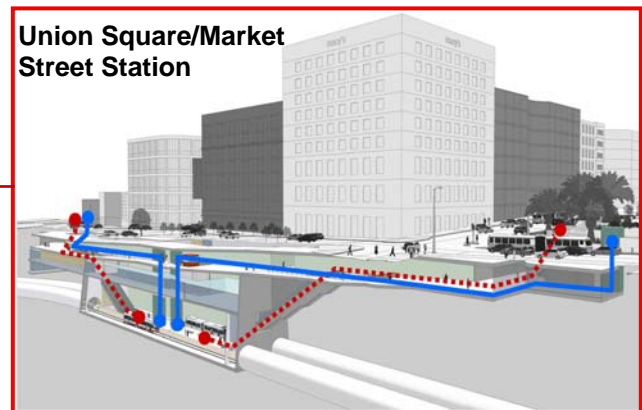
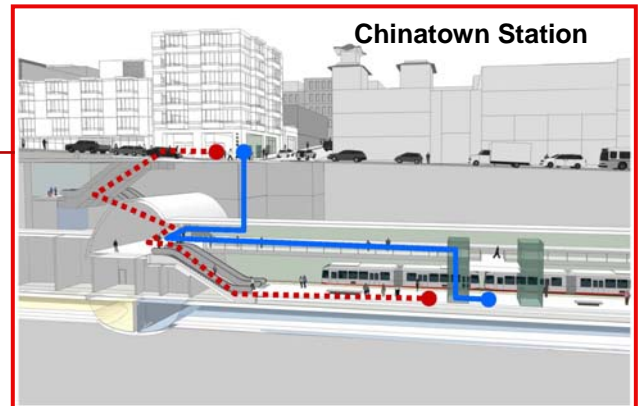
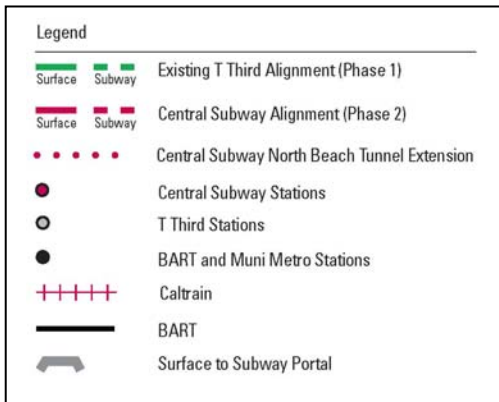


Connecting people. Connecting communities.



The tunneling will be accomplished with a Tunnel Boring Machine (TBM), a technology that has been used extensively throughout the world. Deep tunneling allows not only the work to be done below ground, reducing disruption on the surface.





Benefits

- Improves regional connections to Caltrain, BART and Muni
- Carries 76,000 customers in the year 2030
- Reduces travel time from 20 to 7 minutes from 4th/King to Chinatown
- Increases transit use
- Supports local, regional and state planning initiatives
- Enhances and preserves the environment:
 - Reduces air and noise pollution
 - Relieves surface congestion

Timeline

2003 – 2009	Preliminary Engineering/Environmental
Feb. 2008	SFMTA selects updated Locally Preferred Alternative
Nov. 2008	SFMTA received Federal Transit Administration (FTA) Record of Decision
2009 - 2013	Final design
Spring 2012	Full Funding Grant Agreement
2010 - 2017	Construction
2018	Begin Service

Funding (Millions)

	T-Third (Phase 1)	Central Subway (Phase 2)	Total (Phase 1+2)	% of Total
Federal	\$123.4	\$948.4	\$1,071.8	48%
State	\$160.7	\$342.0	\$502.7	23%
Local	\$364.3	\$287.9	\$652.2	29%
Total	\$648.4	\$1,578.3	\$2,226.7	100%

Project Information

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