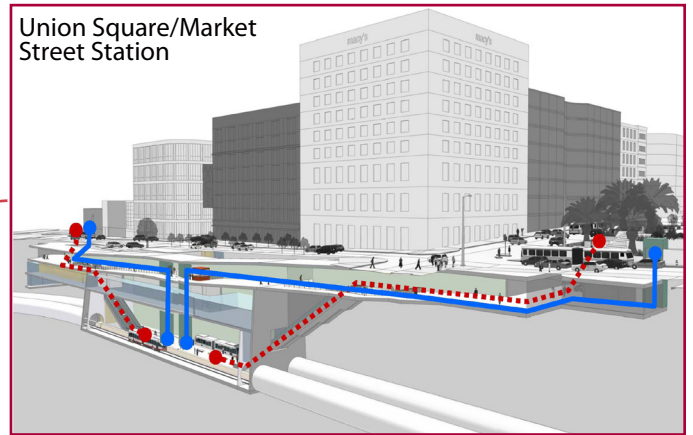
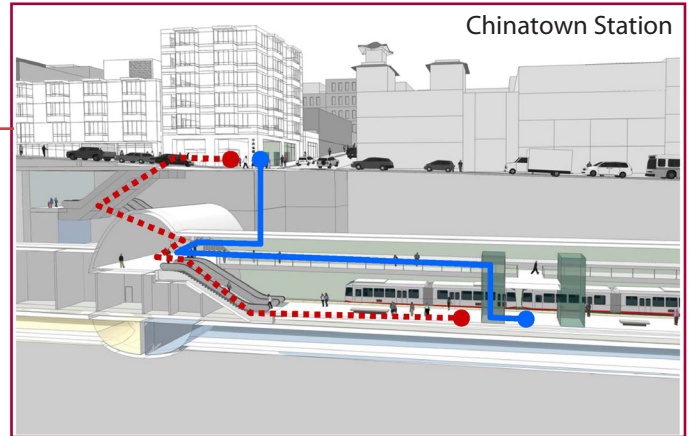


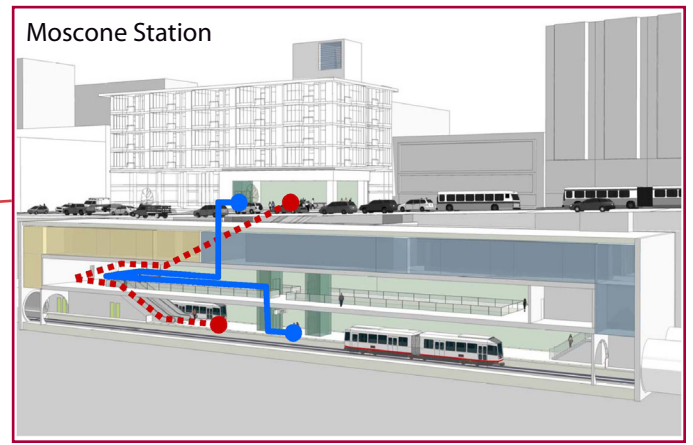
# central T subway

Connecting people. Connecting communities.



Fourth and Brannan Station

Design will be similar to T Third Fourth and King Station.



Moscone Station



TBM

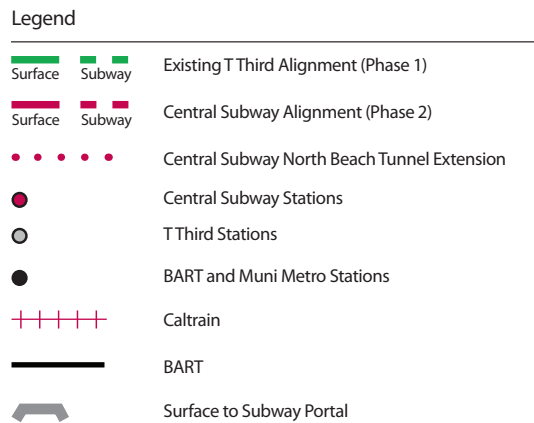
The tunneling will be accomplished with a Tunnel Boring Machine (TBM), a technology that has been used extensively throughout the world. Deep tunneling allows most of the work to be done below ground, reducing disruption on the surface.



**SFMTA**

Municipal Transportation Agency

Connecting people. Connecting communities.



## Benefits

- Improves regional connections to Caltrain, BART and Muni
- Carries 76,000 customers in the year 2030
- Reduces travel time from 20 to seven 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 selected 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%
<b>Total</b>	<b>\$648.4</b>	<b>\$1,578.3</b>	<b>\$2,226.7</b>	<b>100%</b>

## Project Information

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