



SFMTA

Central Subway Hearing Board of Supervisors Land Use and Transportation Committee

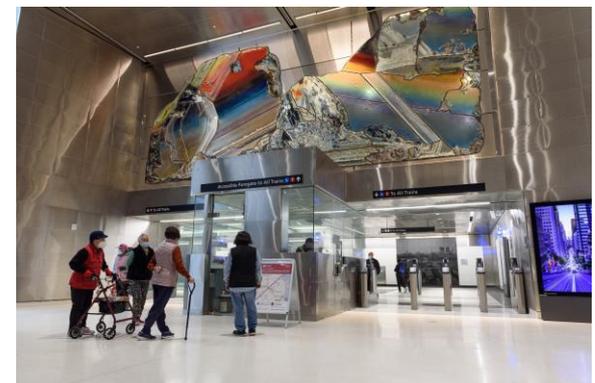
January 26, 2026



Overview of presentation

Today's topics

- Summary of current performance
- Summary of current challenges
- What's next for San Francisco and Central Subway



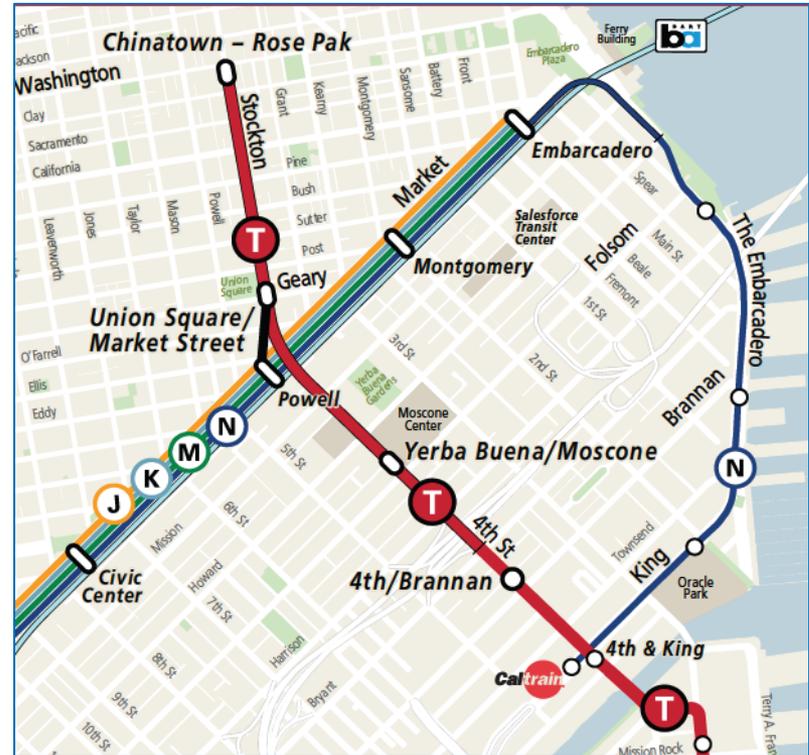


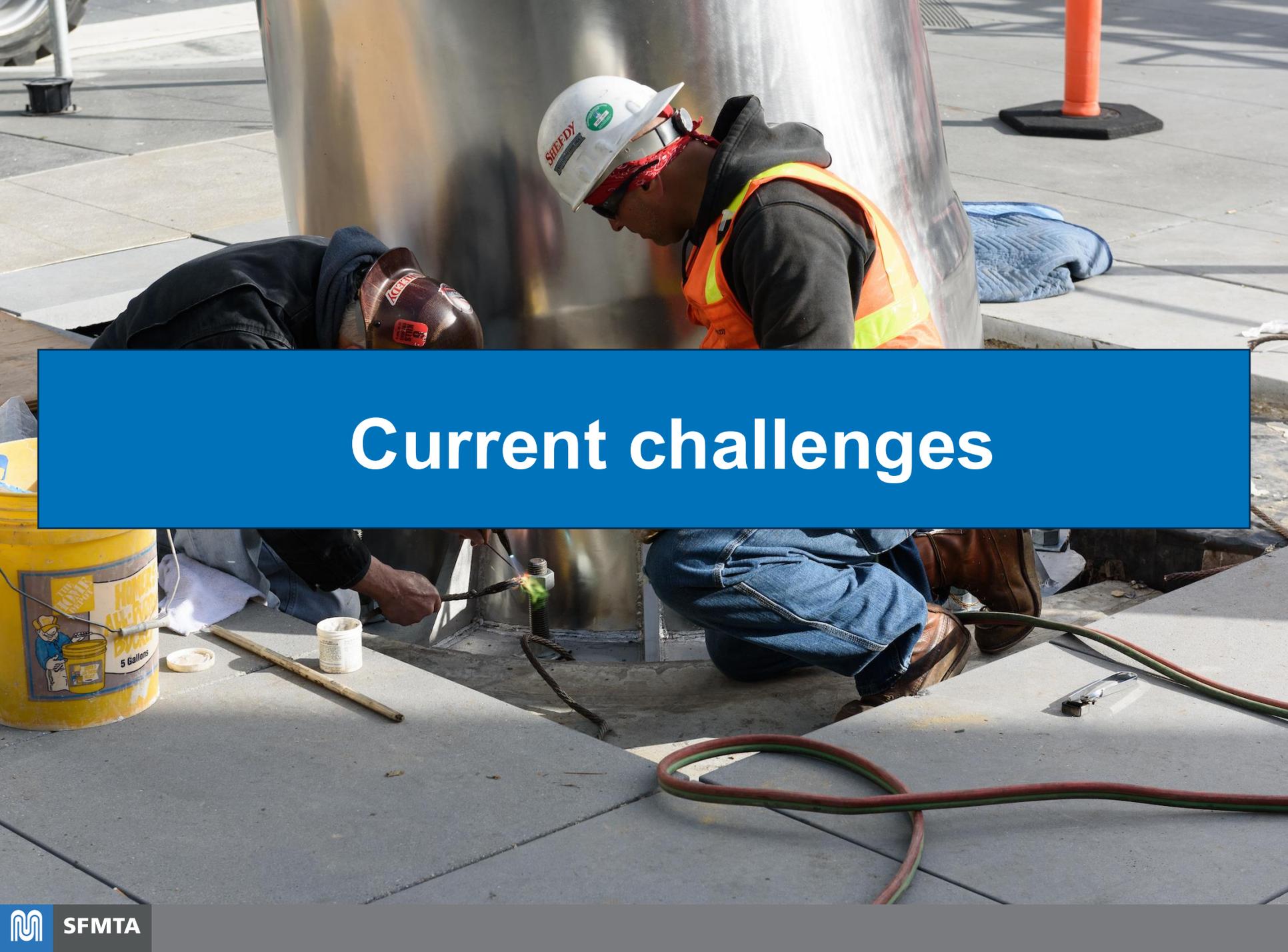
Three years of Central Subway service

Central Subway: Improving Connectivity

Overview

- Central Subway has made the T Third the second busiest rail line
 - Average of 21,400 weekday boardings (December 2025)
- 63% of southbound T Third trips start in the Central Subway, 70% of northbound trips end in the Central Subway
- 85% on time performance
 - Headway-based service reduces crowding
 - Busiest section (between Union Square and 4th & King) rarely at more than 50% capacity





Current challenges

Challenges and Responses

Street-Level T Third Travel Times

Challenges:

- Allow autos to share track lane (ie mixed traffic)
- Traffic signal delay
 - **68** signalized intersections
 - Cross traffic permitted across tracts (i.e. over **20** locations that allow left turns)

Responses:

- **Recent accomplishments:**
 - Transit lane on 4th Street Bridge
 - Traffic signal timing changes successfully implemented in SoMa. These give the train more opportunities to cross intersections and fewer waits at red lights
- **Next near term:** Signal timing improvements along Third Street in 2026
- **Next medium term:** Will evaluate additional transit priority measures once signal timing changes have been complete

Future Phase 2 improvements will focus on the rest of the street-level portion of the T Third



Challenges and Responses

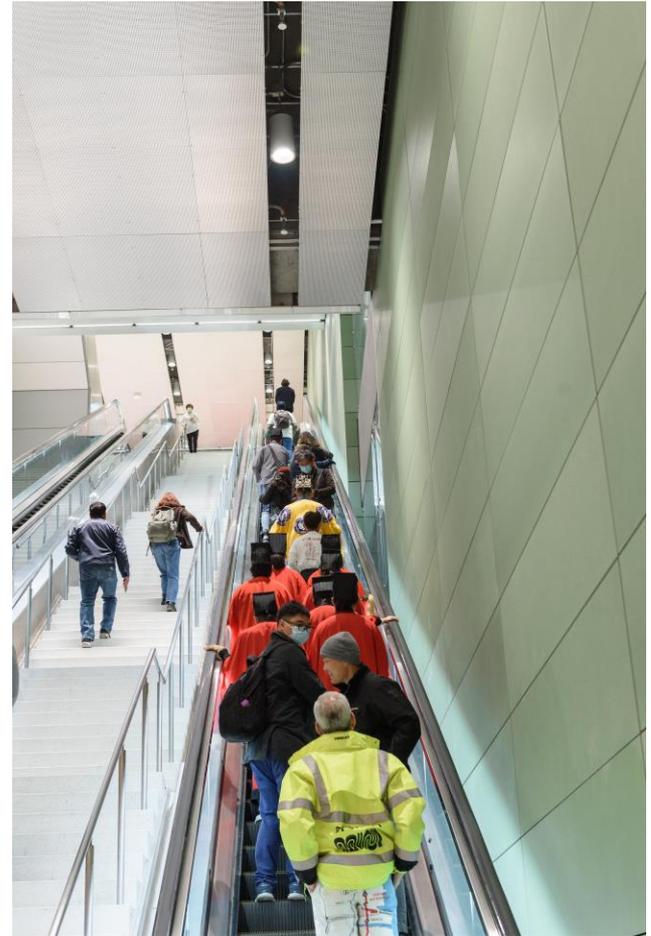
Elevators and Escalators

Challenges:

- Chinatown Rose-Pak Station is deep underground, relying on elevators and escalators
- Initially poor performance

Responses:

- Bilingual customer information
- Systemwide elevator maintenance and monitoring program improvements
 - 90%+ uptime over the last six months
 - Strengthened expectations of contractors
 - Bring in specialized technicians immediately
 - Continuous improvement focus
- Water mitigation efforts to ensure no flooding



Challenges and Responses

Flooding and Retail Spaces

Challenges:

- Two retail spaces at Chinatown-Rose Pak Station unleased
 - One has been available since opening, currently in talks with potential tenant
 - Other is unavailable due to risk of flooding. Sidewalk slope and frequent drain blockages contribute to water intrusion

Responses:

- Multiple mitigation measures
 - Gutter installation
 - Improved drainage connections
 - Ongoing monitoring of water intrusion sources
 - Coordinating with Maintenance of Way to proactively clear drains before storms



What's Next for San Francisco

Long-Term Planning Priorities: Citywide

Upcoming/current mega projects:



**Train Control
Upgrade Project**

Planning phase
Estimated completion: 2034
\$600M+



THE PORTAL

Design phase
Estimated completion: 2035
~\$8.26B



Seawall Program

Planning and design phase
Estimated completion: 2040
\$5B-\$18.5B

What's Next for San Francisco

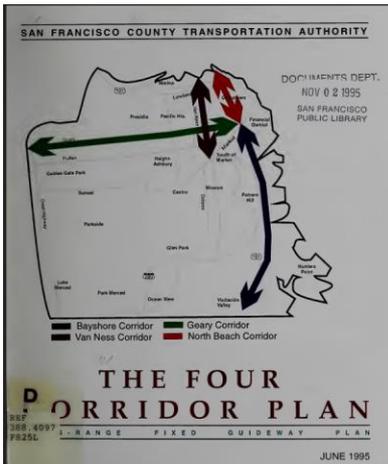
Long-Term Planning Priorities: Rail Expansion

ConnectSF Transit Strategy (2020) identified five rail expansion priorities that are in various stages of planning and development



What's Next for Central Subway

Long-Term: North Beach Extension Studies



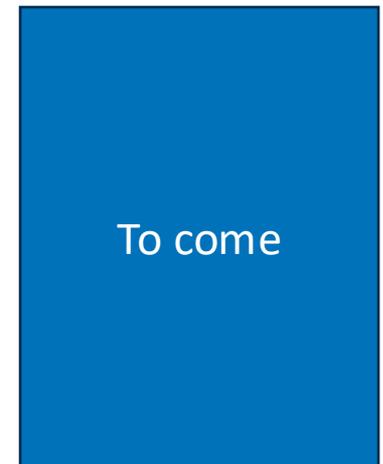
Four Corridors Plan (1995)



T-Third Phase 3 Concept Study (2015)



ConnectSF Transit Strategy (2020)



Central Subway Extension Alternatives Study (TBD)

What's Next for Central Subway: *"Call to Action!"*

Long-Term: Build Support for Muni and Show Demand

- Focusing on surface transit efficiency projects to reduce Muni operational costs and address budget deficit
- Coordinate with SFCTA and other funding partners on next steps in the long range planning process
- Build ridership on current lines in possible extension area to show ridership demand

Thank You

