

Third Street Light Rail Phase 2 – Central Subway

San Francisco, California

(January 2015)

The San Francisco Municipal Transportation Agency (SFMTA) is constructing a 1.7-mile light rail transit extension of the existing Third Street Light Rail Phase 1 line. The project will begin at the existing station at Fourth and King Streets and terminate in Chinatown at Stockton and Jackson Streets. It includes construction of one surface station, three underground stations, and the purchase of four new light rail vehicles to augment the existing fleet. When completed, the combined Third Street Light Rail/Central Subway will provide a continuous seven-mile light rail route connecting the heavily transit-dependent communities of Bayshore in the south with Chinatown in the north. Hours of operation in the opening year will be from 5:00 a.m. to 1:00 a.m. on weekdays and from 6:00 a.m. to 1:00 a.m. on weekends. Service will operate every 3.75 minutes during weekday peak periods, every five minutes during weekday off-peak periods, and every 12 minutes on weekday evenings. By the forecast year of 2030, service frequency during weekday peak periods will increase to every 2.5 minutes. The project is expected to serve 35,000 average weekday trips in 2030.

The Financial District, Union Square, and Chinatown have a very high level of existing transit service. Bus routes that serve the project corridor operate on two-minute headways during peak hours and typically carry passenger loads that are at or above capacity. Currently, commuter rail passengers from the south must board crowded buses operating on congested roadways or walk over a mile from the Caltrain Station to reach the central business district. LRT passengers from the south may choose to continue on LRT to access downtown, but the alignment along the Embarcadero is circuitous. The project will provide a direct rapid transit link between these areas. SFMTA sees the Project as a way to make significant improvements in transit service that cannot be accomplished with buses on congested streets, provide travel time improvements and reliability for existing transit riders in the corridor, and improve transit service for the transit dependent population in Chinatown to access the South Bay areas.

The estimated cost under the Full Funding Grant Agreement (FFGA) is \$1,578.30 million. The Section 5309 New Starts funding share is \$942.20 million.

Status

FTA approved the Central Subway project into preliminary engineering in July 2002. SFMTA subsequently modified the project alignment and examined alternative tunneling scenarios. A Draft Environmental Impact Statement (EIS) on the Central Subway project was issued in September 2007, and a Final EIS in September 2008. FTA issued the Record of Decision in November 2008. FTA approved the project into final design in January 2010.

SFMTA and FTA entered into an FFGA in October 2012 with revenue operations scheduled for December 2018. All contracts have been awarded and construction activities are progressing well with major utility relocation and tunneling works completed. The project is currently about 31% complete.

Section 20008 of the Moving Ahead for Progress in the 21st Century Act authorized FTA to award Federal major capital investment funds for final design and construction of the Third Street Light Rail Phase 2-Central Subway Project. Through FY 2015, Congress has appropriated a total of \$619.18 million for the project.

Reported in Year of Expenditure Dollars

Source of Funds	Total Funds (\$million)	Appropriations to Date
Federal: Section 5309 New Starts FHWA Flexible Funds (CMAQ)	\$942.20 \$41.02	\$619.18 million in total appropriations through the end of FY 2015.
State: Proposition 1A State High-Speed Rail Funds Proposition 1B State Infrastructure Bond Funds California Traffic Congestion Relief Program Funds California Regional Transportation Improvement Program (RTIP) Funds	\$61.31 \$327.51 \$14.00 \$68.28	
Local: Proposition K Sales Tax Funds	\$123.98	
Total:	\$1,578.30	

Note: The sum of the figures may differ from the total as listed due to rounding

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Third Street Light Rail Project

