

Public Transportation Modernization, Improvement & Service Enhancement Program (PTMISEA)

**Final Project Report**

Per G.C. 8879.50 (f)(2) "Within six months of the project becoming operable the recipient agency shall provide a report to the administrative agency . . ." Please provide the following information:

Fiscal Year : FY 2007 - 2008  
 PTMISEA Cycle : 1  
 Project Sponsor : San Francisco Municipal Transportation Agency  
 Contributing PTMISEA Sponsor : N/A  
 Project Name : Third Street Light Rail

**Project Scope**

**Original Application**  
 In April 2007, the SFMTA began light rail service along the heavily transit-dependent Third Street corridor in Eastern San Francisco. The 5.1 miles of new rail service extended the SFMTA's existing Muni Metro light rail service south from Fourth and King Streets to close by the Bayschore Caltrain Station in Visitation Valley. The SFMTA requests \$3.7 million to fund a variety of projects related to Third Street light rail service, including but not limited to: retrofit of Islais Creek/firefighter's plaza, insulation of 18th Street turnout switch with rail grout, adding insulated joint and reprogramming of interlocking signal system at 4th and King Streets, installing speed bumps on the right-of-way, procuring CCTVs for substations and power control center, and installing seismic restraints on the Islais Creek Bridge. The useful life of track elements will be 30 years, communications and CCTV systems will be 10 years, and right-of-way elements will be 30 years.

**Final Project**  
 The various projects along Third Street are complete. Islais Creek/firefighter's plaza have been retrofitted, the 18th Street turnout switch has been insulated with rail grout, the signal system at 4th and King has been reprogrammed, speed bumps have been installed along the right-of-way, CCTVs have been procured for substations and the power control center, and seismic restraints have been installed on the Islais Creek Bridge.

**Funding**

**Original Approved Project Cost**

**Final Project Cost**

99313		
99314	\$1,500,000	\$1,433,132
PTMISEA Interest		\$0
Other Funds		
Federal	\$81,941,000	\$104,955,077
State	\$194,842,000	\$22,570,000
Local	\$374,137,000	\$424,427,879
<b>Total Project Cost</b>	<b>\$652,420,000</b>	<b>\$553,386,088</b>
<b>Schedule Date</b>	<b>Original Project Schedule</b>	<b>Final Project Schedule</b>
Begin Environmental		
End Environmental		
Begin Design		
End Design		
Begin Right of Way		
End Right of Way		
Begin Construction	6/1/08	6/1/08
End Construction	12/1/09	12/31/09
Begin Vehicle/Equipment Order		
End Vehicle/Equipment Order		
Begin Closeout Phase		1/31/17
End Closeout Phase		3/31/17

**Performance Outcomes  
 Description/Improvement  
 Percentages**

**Anticipated Performance Outcome**

The completion of the various elements will support the overall operation of the Third Street light rail line. Specifically, operating efficiency will be improved by providing better signalization at 4th and King Streets. There will also be increased security and safety with the installation of the surveillance cameras at the substations and power control center and seismic strengthening of the Islais Creek Bridge. Additionally, the installation of the speed bumps is a safety measure that will alert motorists that they are intruding in an exclusive right-of-way area. With improvements to its operations on the Third Street light rail line, the public is more likely to use this transit service, thereby, providing an alternative to motor vehicles and reducing congestion.

**Actual Performance Outcome**

Improved signalization at 4th and King Streets has allowed for giving priority to turning LRVs at the intersection. SFMTA has been able to use the newly installed CCTV equipment to deter crime at substations and the power control center. Speed bumps in the right-of-way have decreased instances of other vehicles entering the right of way. The Islais Creek Bridge has also maintained its structural integrity and can handle the large passenger loads on the Third Street light rail line. After light rail service began on Third Street, ridership was 10.9% higher than the previous bus service.

Increased Ridership by	11%
Reduced Oper/Maint Cost by	%
Reduced Emissions by	%
Increased System Reliability by	%

Signature:

Name and Title

Date

Please include verification of the project completed as scoped by providing evidence of completion such as a photo and/or invoice of acquisition.

Note: The same authority that signed the Allocation Request or is designated on the Authorized Agent form must sign here.