

# Bay Area Core Capacity Transit Study



METROPOLITAN  
TRANSPORTATION  
COMMISSION

SEPTEMBER 2017



## Study Overview

### The challenge: Congested transit

Every day, the region's transit operators move hundreds of thousands of people into and out of San Francisco's busiest employment centers. Facing increasingly crowded conditions as the region and transit ridership continue to grow, our transit system is challenged to deliver quality service to riders both now and in the future. Transit operators will need to increase capacity and improve service quality to meet growing demand. Failing to address these issues will limit the region's potential to accommodate growth and slow the regional economy or further push new growth to low-density areas on the urban fringe.

### Answering the challenge: The CCTS

Answering this challenge is the Core Capacity Transit Study (CCTS), a collaborative multi-agency effort to examine the transit system's capacity limitations and identify and prioritize the major investments needed to address these limitations today and in the future. The purpose of the CCTS is to answer the following question: what types of transit investments are needed, and when, to safely and reliably move a growing number of people to and from San Francisco's core job centers?

### Study components

The CCTS identifies transit capacity investment projects to address shortfalls over the short, medium, and long term. The investments were developed with consideration of future transit demand, driven by growth in employment projected by the CCTS market assessment.

The study recommends projects in the short and medium term, and strongly advocates for developing and selecting a long-term project in the near future.

#### Short and medium term (5-15 years)

<b>Prerequisite projects</b>	Priority projects identified by transit operators as critical to offering future capacity; some projects are not fully funded but many are underway.
<b>Recommended projects</b>	New projects identified to meet growing demand in the future; significant portions of some projects are not yet funded.

#### Long term (15+ years)

The CCTS identifies a number of options for a large investment to increase transit capacity in the long term.

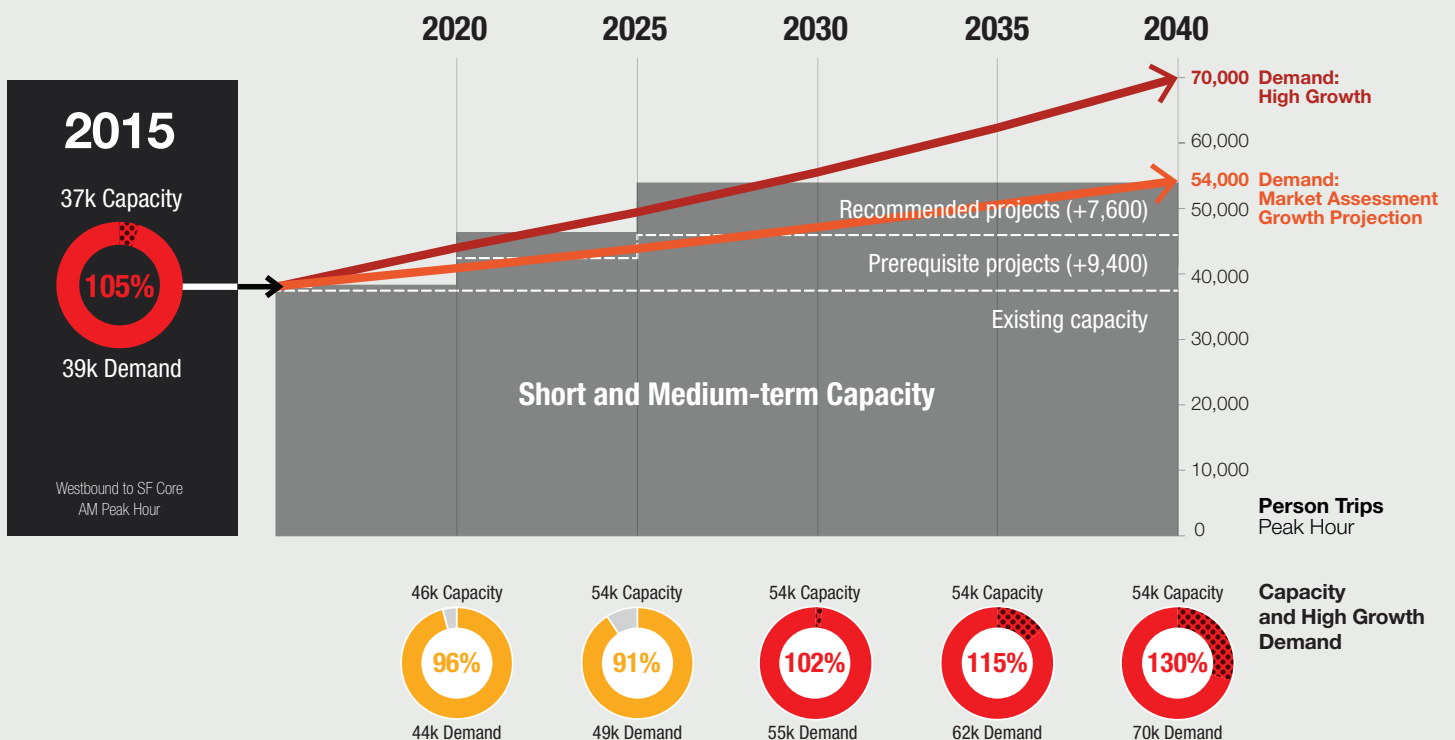
Photo: Sergio Ruiz

# Short- and Medium-term Improvements

	Transbay Corridor	SF Metro Corridor																											
Recommended improvement projects	<ul style="list-style-type: none"> <li>Add bus and ferry service</li> <li>Add dedicated bus transitway and transit priority infrastructure to reduce travel times</li> <li>Set Bay Bridge toll level to manage demand and reduce toll plaza queues</li> <li>Fully fund and implement prerequisite projects</li> </ul>	<ul style="list-style-type: none"> <li>Expand Muni Forward improvements to improve train surface operations on city streets, improving transit travel time and reducing delays</li> <li>Lengthen trains throughout the system</li> <li>Fully fund and implement prerequisite projects</li> </ul>																											
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\* Reflects only the portion of each project that is not funded.

## Transbay Corridor: Short- and medium-term capacity improvements



# Long-term Options

## Long Term #1

- Maximize use of existing infrastructure by adding Transbay bus service, ferry service, transit-priority infrastructure, and side platforms at Embarcadero and Montgomery BART stations

## Long Term #2<sup>†</sup>

- Add second BART crossing
- Provide redundancy to the key Market Street corridor
- Opportunity for new SF line

## Long Term #3<sup>†</sup>

- Add second BART crossing
- Serve new markets in SoMa/Mission Bay

## Long Term #4

- Add new conventional rail crossing
- Connect East Bay to Peninsula rail

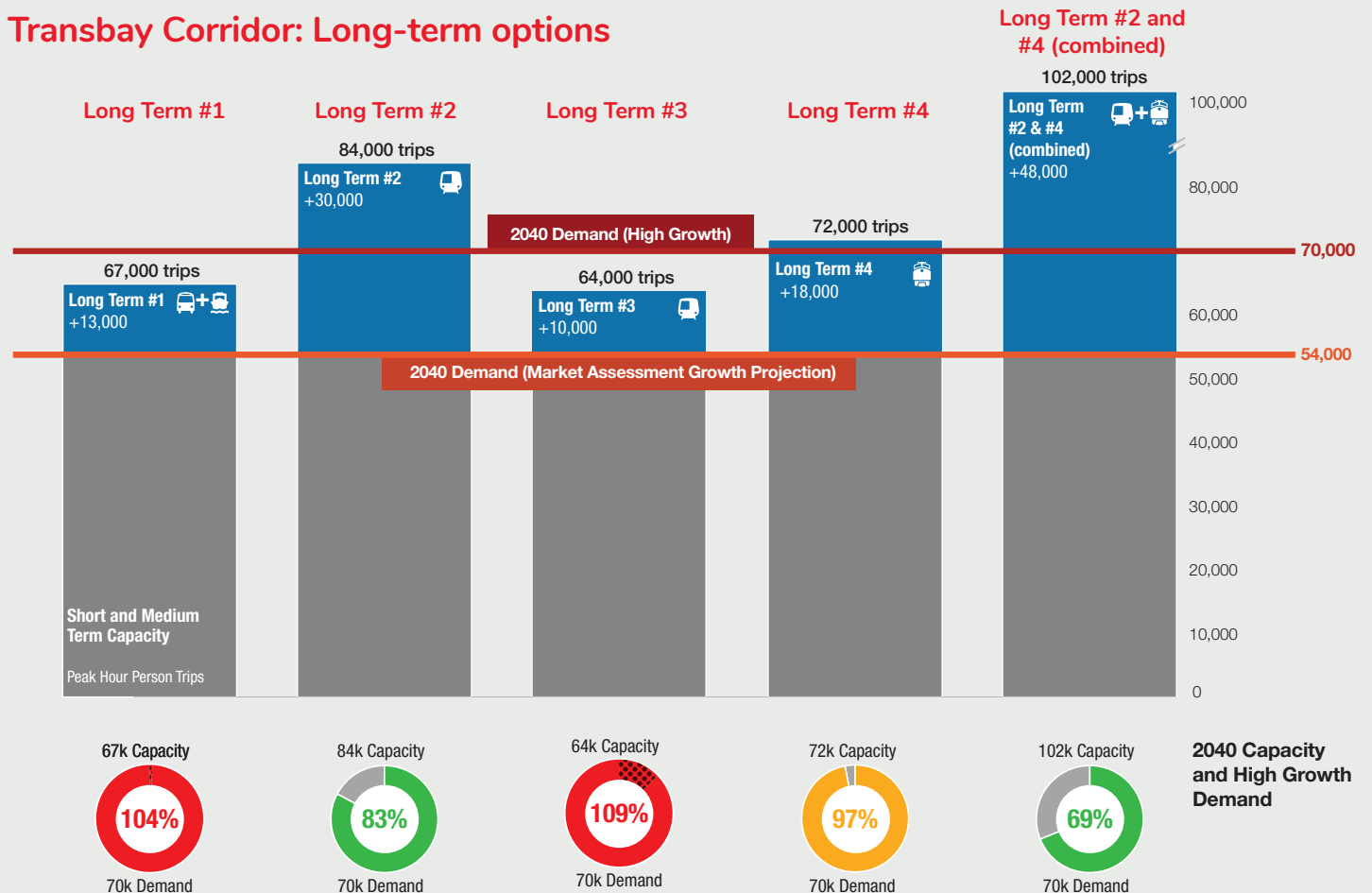
## Long Term #2, 3, 4 East Bay Alignments

Two options to connect to MacArthur Station:

- 980 Corridor (BART/rail)
- Broadway (BART only)



## Transbay Corridor: Long-term options



<sup>†</sup> Additional options for Long Term #2 and #3 can be found in the CCTS Final Report, available on the project website (see next page).

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Photo: Sergio Ruiz

## Next steps

The recommended short- and medium-term improvement projects must be programmed into regional and state funding plans for prioritization. In particular, it is critical that unfunded prerequisite projects are prioritized for funding.

For the long-term options, BART will take the lead in further developing these concepts, in cooperation with the CCTS study partners and new partners from surrounding regions.

## More information

Visit the project website at:  
<http://mtc.ca.gov/our-work/plans-projects/other-plans/core-capacity-transit-study>

## Study partners



Metropolitan Transportation Commission (MTC)



Alameda-Contra Costa Transit District (AC Transit)



Bay Area Rapid Transit District (BART)



Caltrain



WETA (San Francisco Bay Ferry)



San Francisco Municipal Transportation Agency (SFMTA)



San Francisco County Transportation Authority (SFCTA)

