



Memorandum

Date: October 11, 2017
To: Transportation Authority Board
From: Joe Castiglione – Deputy Director for Technology, Data, and Analysis
Subject: 10/17/17 Board Meeting: Update on the Core Capacity Transit Study

<p>RECOMMENDATION <input checked="" type="checkbox"/> Information <input type="checkbox"/> Action</p>	<p><input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input checked="" type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: <hr/></p>
<p>None. This is an information item.</p>	
<p>SUMMARY</p>	
<p>The Core Capacity Transit Study (CCTS) was a two year, multi-agency effort to develop and prioritize solutions to congestion, crowding, and unreliability on the transit network to and from Downtown San Francisco and surrounding employment centers such as Civic Center and Mission Bay. The study, finalized and released in September 2017, identifies and describes the current and expected future demands on transit in both the Transbay and intra-San Francisco travel markets, and recommends packages of investments over the next 15 years and beyond to address the anticipated growth in demand. The findings and recommendations of the study will be shared with the Board.</p>	

DISCUSSION

Background.

The CCTS began in 2015, and was a multi-agency effort to identify and prioritize the major investments needed to serve the growing demand for quality transit service into the San Francisco Core, defined as an area approximately bounded by 17th Street to the south, Gough and 11th Streets to the west, the San Francisco Bay to the east, and California Street and Pacific Avenue to the north. The study was led by the Metropolitan Transportation Commission, with the Transportation Authority, Alameda-Contra-Costa Transit District (AC Transit), BART, Caltrain, the San Francisco Municipal Transportation Agency (SFMTA), and the Water Emergency Transportation Authority (WETA).

The Study Area included two primary transit corridors to and from the Core: the Transbay Corridor and the San Francisco Metro Corridor. The Transbay Corridor represents travel to and from the East Bay to San Francisco and is served by a variety of transit service options, including AC Transit buses on the San Francisco–Oakland Bay Bridge, BART trains in the Transbay Tube, WETA’s San Francisco Bay Ferry terminals and routes, and more. Shaped by the geography of the bay, this corridor is defined by the individual routes that serve the Core. The San Francisco Metro Corridor represents travel to and from the Core and areas within San Francisco on the SFMTA’s Muni Metro light rail, historic streetcar, and bus networks; BART service through the city’s south and central neighborhoods; and Caltrain’s rail service along the city’s eastern edge.

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The CCTS is the first study in the region to bring together the relevant operating, planning, and funding partners to study this topic and identify challenges and solutions from a regional perspective, rather than leaving operators to work individually. The study's travel corridors are each served by multiple operators, so a joint study was necessary in order to produce comprehensive recommendations that reflect the needs and priorities of all of the operators. The study was funded by contributions from each participating agency as well as a federal Transportation Investment Generating Economic Recovery grant.

Findings.

The CCTS collected data from all operators to understand and quantify the current conditions of each of the corridors. In the Transbay corridor, the study found that peak hour travel demand across all modes is currently at 105% of planned capacity, and anticipated growth in demand could bring this number as high as 152% of capacity by 2040, even accounting for implementation of currently funded improvements. In the SF Metro corridor, the study found that peak hour travel demand in the Sunset and Richmond areas is at or near capacity today (109% and 98%, respectively) and will continue to be so in the future, reaching as high as 126% percent of planned capacity in the Sunset corridor and 113% of planned capacity in the Richmond in 2040. (Note, for the purposes of this study Geary Bus Rapid Transit was not considered as planned capacity, as the study wished to explore a full range of options in the Geary corridor.)

The study inventoried planned projects already approved and adopted by operating agencies but that are not yet fully funded (referred to as the prerequisite projects), and also developed and evaluated short (within five years), medium (within 15 years), and long-term (through 2040) investments that could help steadily upgrade the overall transportation system and keep pace with anticipated population growth for the next quarter century.

Recommendations.

The CCTS makes recommendations in the short-and medium-term for each corridor, and explores options for advancing longer term discussion around large regional projects such as a new Transbay crossing.

In both the Transbay and SF Metro corridors, the study recommendations call for fully funding those projects that are in currently adopted plans but not yet fully funded (the prerequisite projects). Building on the prerequisite projects, in the Transbay corridor the study recommends adding bus and ferry service, adding dedicated bus transitway and transit priority infrastructure to reduce travel times for bus passengers, and toll increases on the Bay Bridge to help manage queues and improve transit reliability. In the SF Metro corridor, the study recommends the expansion of Muni Forward improvements to upgrade Muni Metro operations on city streets and improve transit travel time and reliability while reducing delays, lengthening trains throughout the system, and fully implementing Bus Rapid Transit in the Geary corridor.

Cost estimates for fully funding the prerequisite and recommended projects in the Transbay corridor total \$4.8 billion, while the SF Metro improvements total \$1.2 billion. The timeframe for these investments covers the next 15 years.

In the longer term, the study conducts a preliminary exploration of possible alignments and modes for a new Transbay crossing, and recommends scoping and completion of a follow-up planning effort to further refine these options and develop recommendations for implementation.

FINANCIAL IMPACT

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None. This is an information item.

CAC POSITION

None. This is an information item.

SUPPLEMENTAL MATERIALS

Enclosure – Core Capacity Transit Study Final Report