



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 4a
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Memorandum

TO: Planning Committee

DATE: December 4, 2015

FR: Executive Director

RE: Core Capacity Transit Study

Background

The Core Capacity Transit Study (CCTS) is an ongoing, multi-agency effort to evaluate and prioritize short-, medium-, and long-term transit investments and strategies to address existing and forecasted capacity constraints serving the San Francisco central business district, or Core. The investment and policy priorities of the study will be advanced for further consideration in Plan Bay Area 2040. MTC is the lead agency on the study, working in close partnership with AC Transit, BART, Caltrain, SFCTA, SFMTA, and WETA. The study will recommend a preferred investment package in spring 2016, and issue a final report in early 2017.

Study Overview

Every day, transit operators move hundreds of thousands of people into and out of San Francisco's Core, which includes portions of the Financial District, South of Market (SoMa), Mid-Market, and Mission Bay neighborhoods. Facing increasingly crowded conditions as the region and transit ridership continues to grow, our transit system is challenged to deliver quality service to riders both now and in the future. Carpooling - both formal and casual - also plays a major role in providing commuters an alternative to driving alone to work in the Bay Bridge corridor.

The CCTS Study Area includes two primary transit corridors: the Transbay Corridor and the San Francisco Metro Corridor. The Transbay corridor focuses on investments to transport commuters on BART, AC Transit and WETA (San Francisco Bay Ferries) from the East Bay, as well as exploring potential new connections across the Bay. The San Francisco Metro Corridor focuses on Muni's light rail and bus network, Caltrain's peninsula service to San Francisco, and BART service through the southern neighborhoods of San Francisco.

Progress to Date

To date, the study has completed the following interim technical work:

- 1) Guiding Principles: a set of consensus principles to guide the project and policy evaluation process.
- 2) Market Assessment for the San Francisco Core: an assessment of employment and market trends and the development of a range of future employment growth scenarios for subareas within the Core.
- 3) Initial Engineering: a review of potential tunnel crossing landing locations and corridors for a second transit tube crossing of San Francisco Bay, with a focus on potential tunneling techniques and technologies.
- 4) Transbay Corridor Capacity and Demand Analysis and Problem Statement: a detailed analysis of current and future conditions in the transbay corridor, focusing on existing capacity, future growth projections, and planned investments.

- 5) SF Metro Corridor Capacity and Demand Analysis and Problem Statement: a similar analysis to the above, focused on the major corridors serving the Core from the south and west sides of the City.
- 6) Candidate Projects: a list of projects and policies to be considered for inclusion in the study's investment packages.

Transbay Corridor Capacity and Demand

The study has focused considerable attention on an analysis of current and future conditions in the Transbay Corridor. Transit demand has experienced explosive growth in this corridor over recent years. Morning peak-hour transit demand grew by 35% from 2010-2014 and is currently operating over the operators' capacity standard. The Bay Bridge continues to operate at capacity for automobile trips, which erodes the speed and reliability of Transbay bus services. From 2010 to 2014, reported rates of high-occupancy vehicle transactions fell from 29% to 28% during the AM peak period. Without an improvement in vehicle occupancy, under current conditions there is no capacity to add new trips on the Bay Bridge.

The region has committed to funding and delivering a number of short and medium term transit investments to add transit capacity. The Core Capacity Challenge Grant (MTC Resolution 4123) targets federal, state, and regional funds to high-priority transit capital projects between FY 2014-15 and FY 2029-30. When delivered, these investments, plus new and increased WETA service, will increase corridor transit capacity by roughly 33 percent - no mean feat.

Under the study's forecast scenarios, without other investments, transit in the near term will continue to experience at-capacity or over-capacity conditions. In the medium and long term, the planned capacity investments will need to be delivered in order to reduce the length of time demand will exceed capacity. Additional investments and strategies to increase capacity in the short, medium and long term will be developed through this study. These investments and strategies must be right-sized to meet demand.

Stakeholder Engagement Process

The study is seeking input from interested groups and individuals throughout the process. The study team has conducted a series of one-on-one meetings with business, environmental, and equity groups. Official public outreach activities for the study will be coordinated with Plan Bay Area 2040 events during 2016.

Next Steps

The study's project management team is finalizing a candidate list of strategies and will develop investment packages by early 2016 to communicate alternatives to policy makers and the public. These packages will be evaluated in close coordination with Plan Bay Area 2040's project performance assessment, and the study will devote additional resources toward assessing impacts on transit crowding, reliability, redundancy, and other measures. A preferred investment package will be developed and recommended in spring 2016 for the region's consideration in Plan Bay Area 2040.



Steve Heminger

Core Capacity Transit Study: Project Update



MTC Planning Committee
December 11, 2015

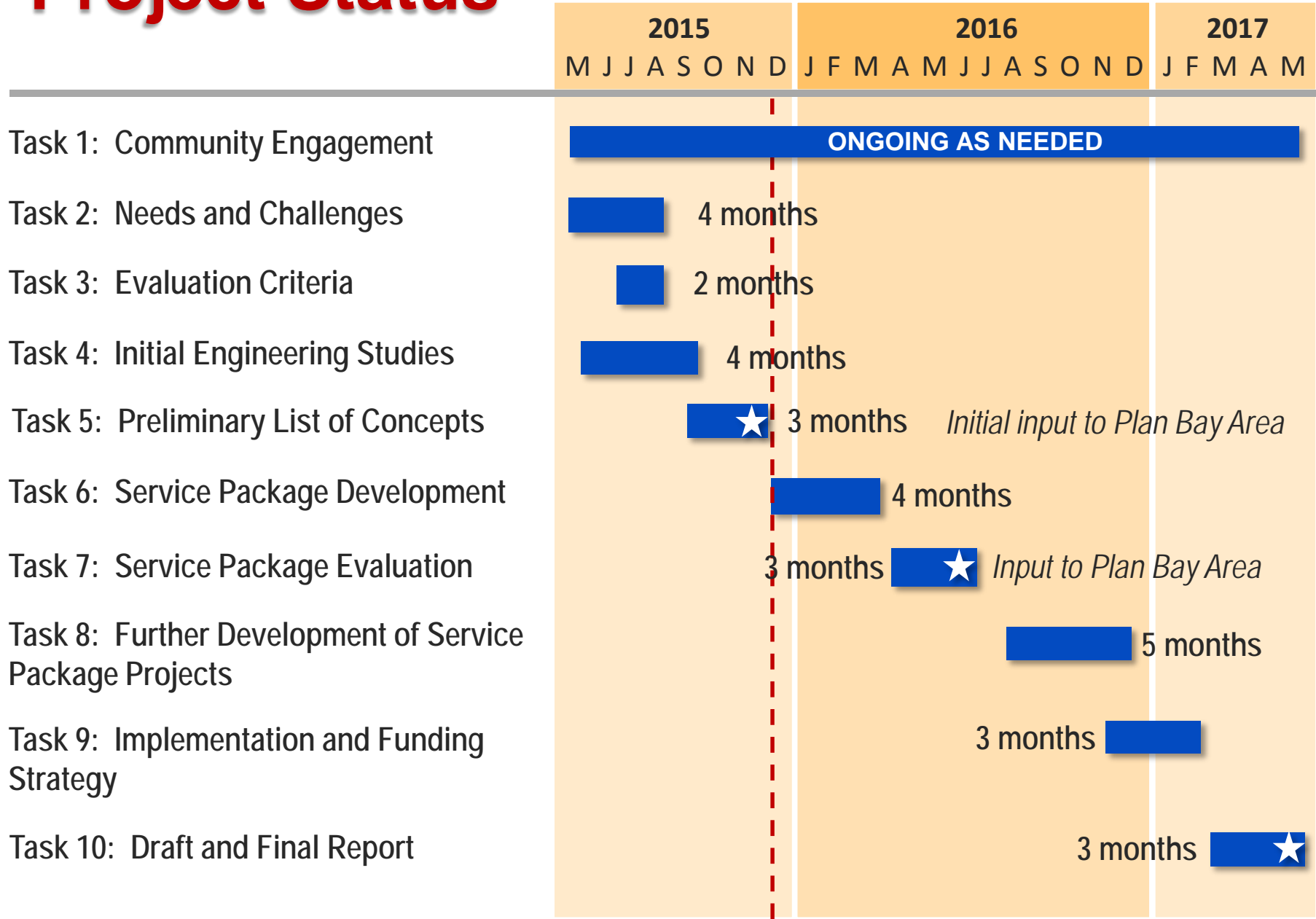
Study Purpose

- Multi-agency effort to develop future planning and funding initiatives that will inform Plan Bay Area 2040

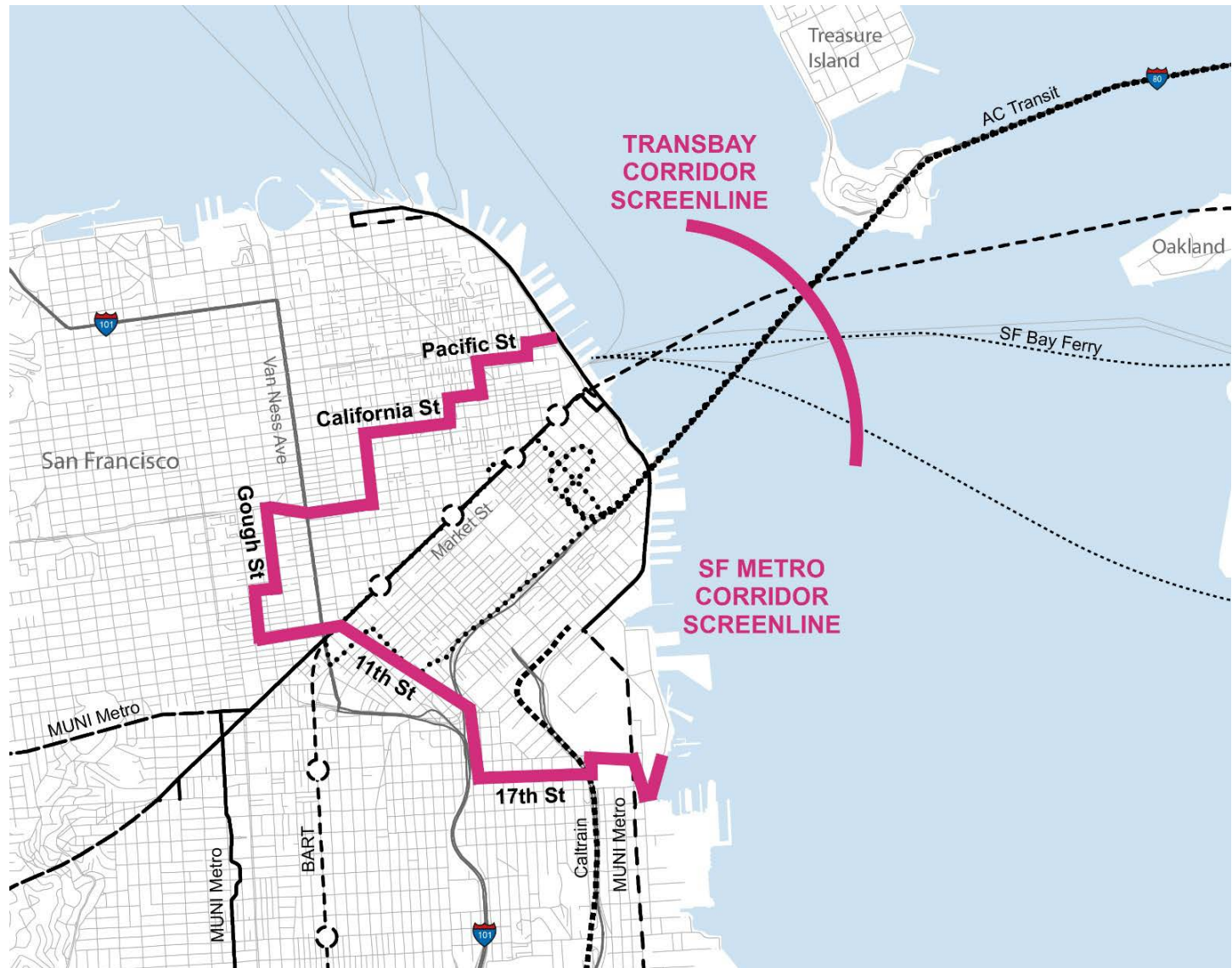


- Builds off completed & current initiatives, including Core Capacity Challenge Grant Program (MTC Res. 4123)
- Recognition of the need to investigate *short, medium, and long term* transit solutions to address the economy-driven capacity issues to the San Francisco core
 - Solutions will be evaluated, prioritized, and bundled into service packages of strategies, policies and investments

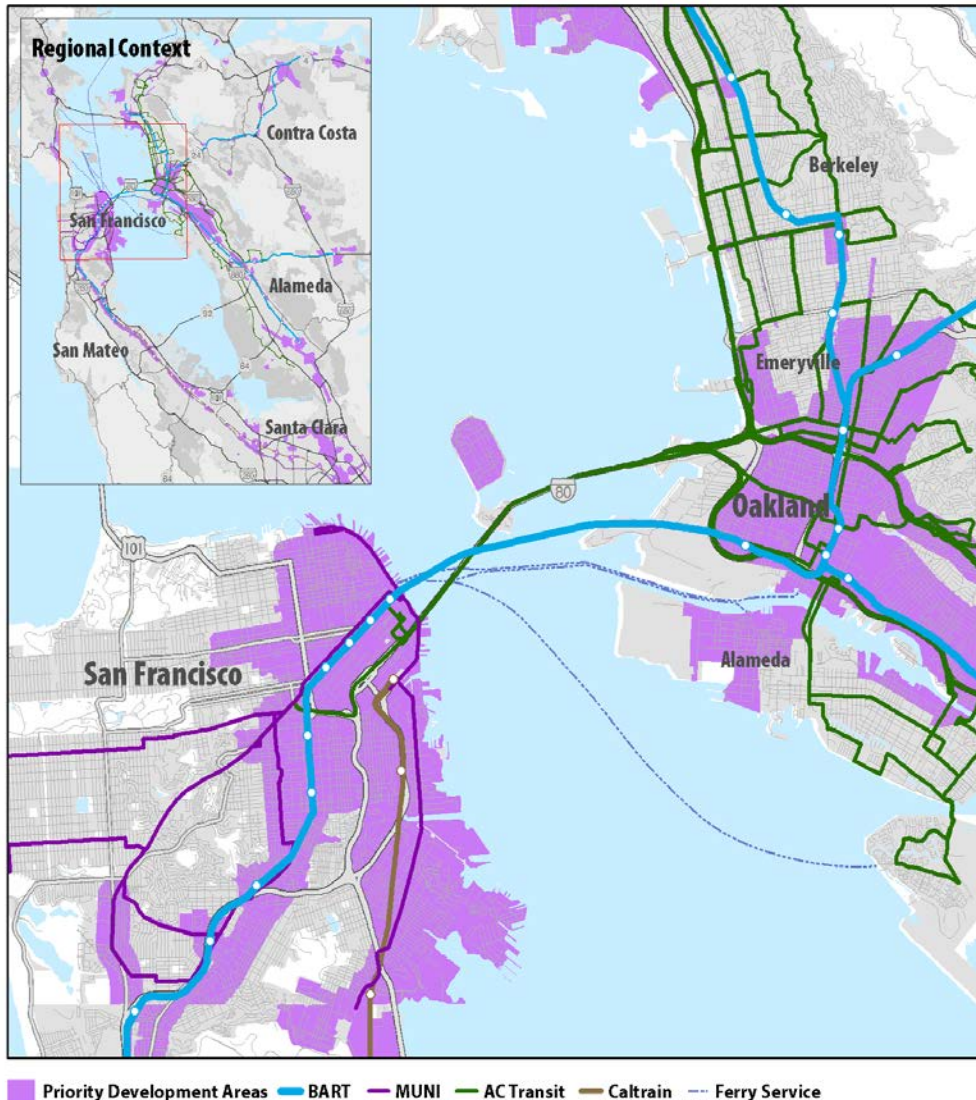
Project Status



Study Area and Corridors



Trends



- BART and AC Transit Transbay services experiencing record ridership
- Between 2010 and the end of 2014, the number of jobs in San Francisco grew by 25 percent
- Study's market assessment projects 100,000-140,000 new jobs in the SF Core between 2015-2040.

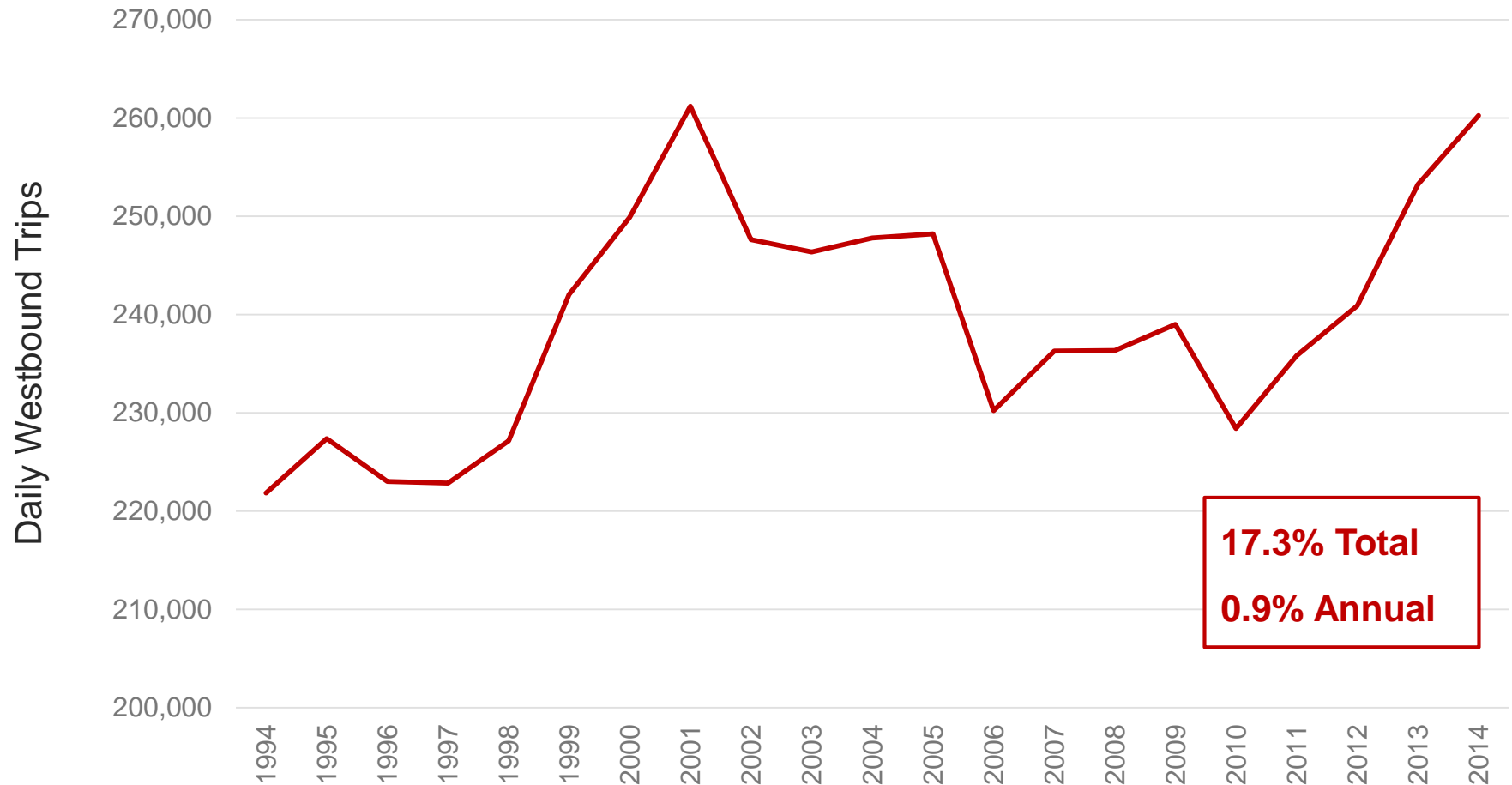
Current Conditions: Transbay Transit Trips (Westbound AM Peak Hour)

2014 Transit Trips

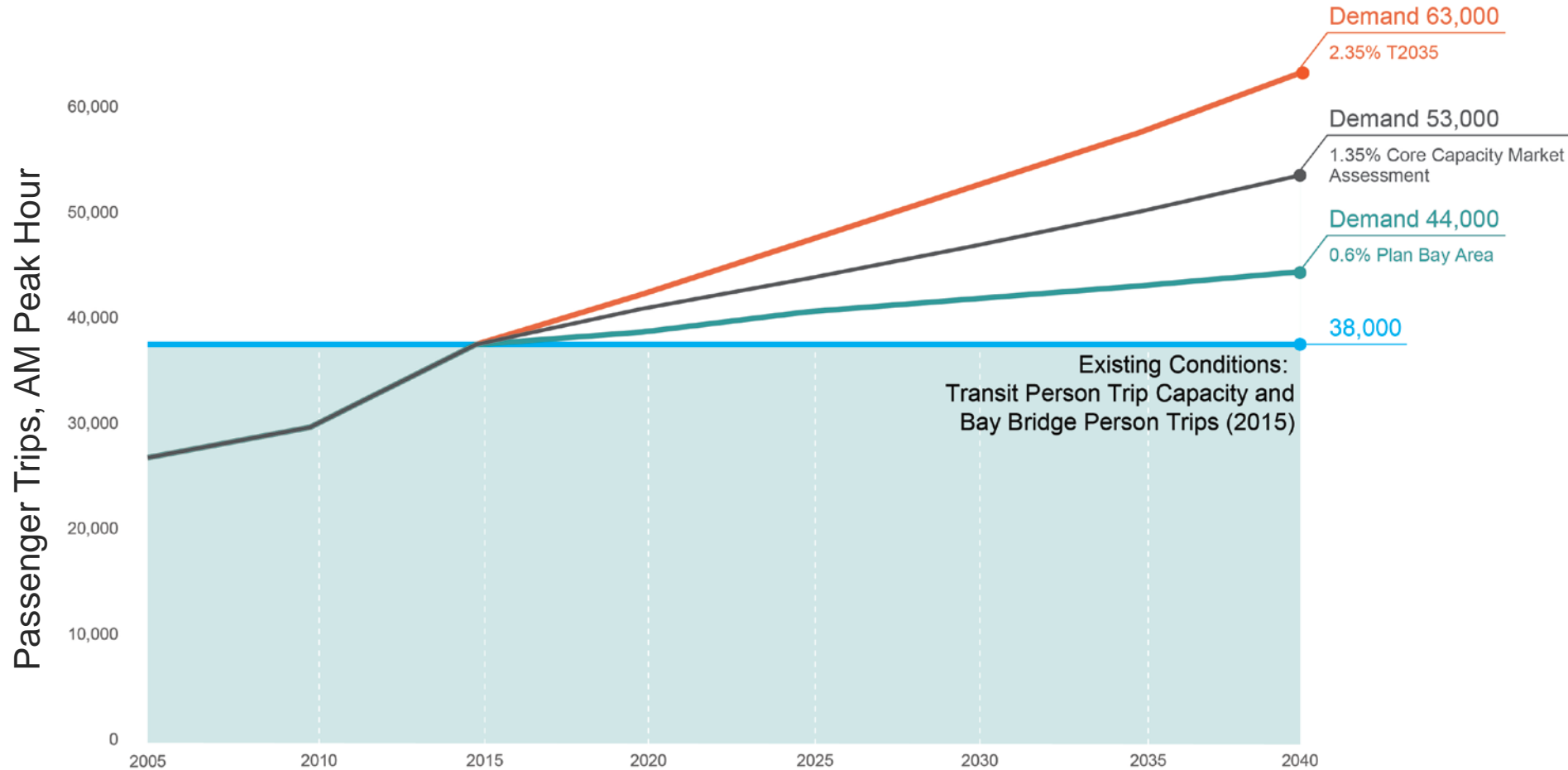
| | BART | | AC Transit | | WETA | | Other Bus | | Total |
|--------------|--------|--------------------|------------|--------------------|-------|--------------------|-----------|--------------------|--------|
| | # | % of transit trips | # | % of transit trips | # | % of transit trips | # | % of transit trips | |
| Person Trips | 23,664 | 86% | 2,546 | 9% | 1,008 | 4% | 180 | 1% | 27,398 |

- Peak-hour transit demand grew by 35% from 2010-2014.
- There is **limited additional transit capacity** under current conditions—operating **at 101% of the** overall capacity standard.
- ~10,000 auto person trips *to the core* in the AM peak hour, so roughly ~38,000 people overall.
- Without a change in mode split or vehicle occupancy, under current conditions **there is no capacity to add auto new trips** on the Bay Bridge.

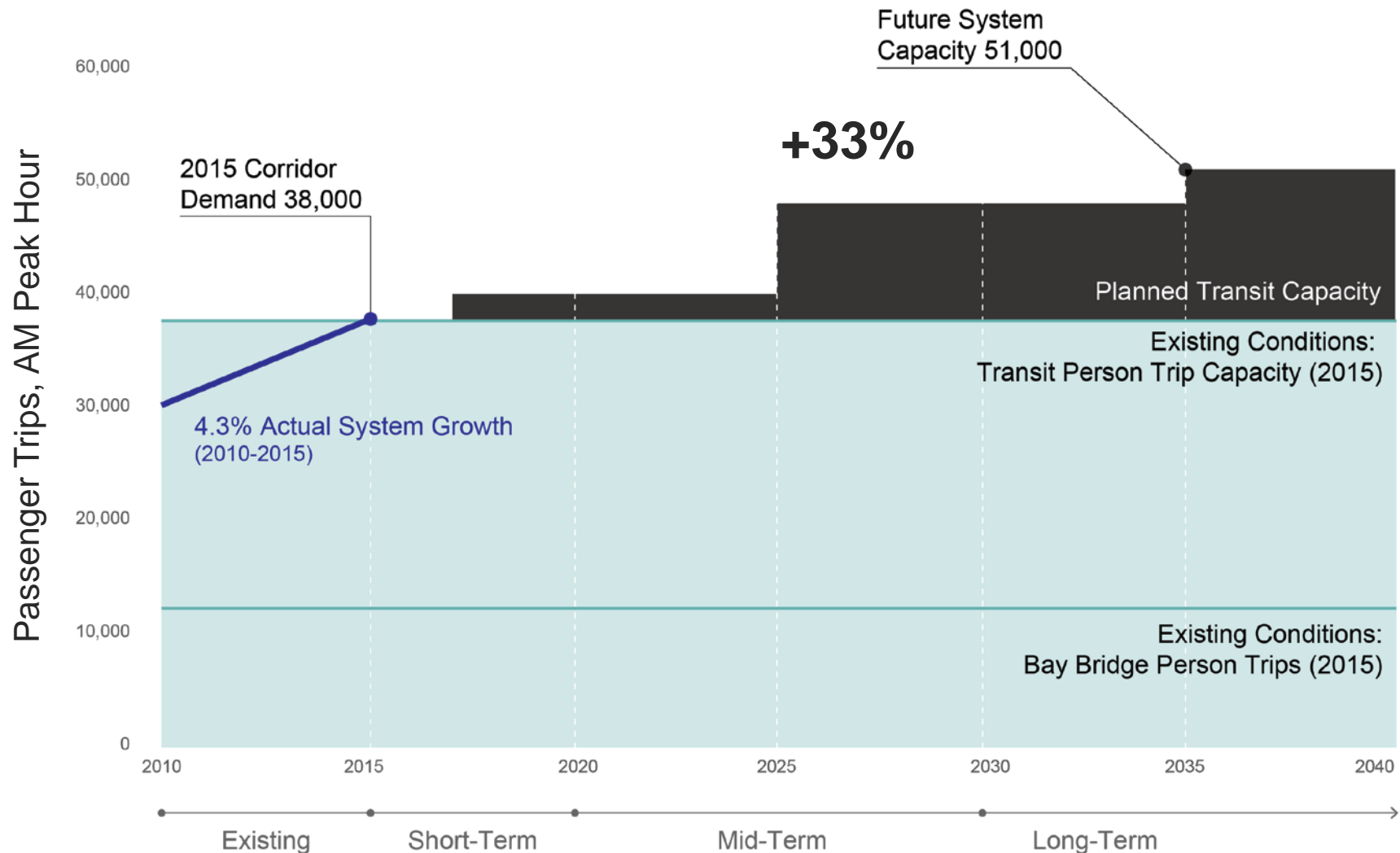
Transbay Corridor Historical Growth: All Daily Travel (Auto + Transit)



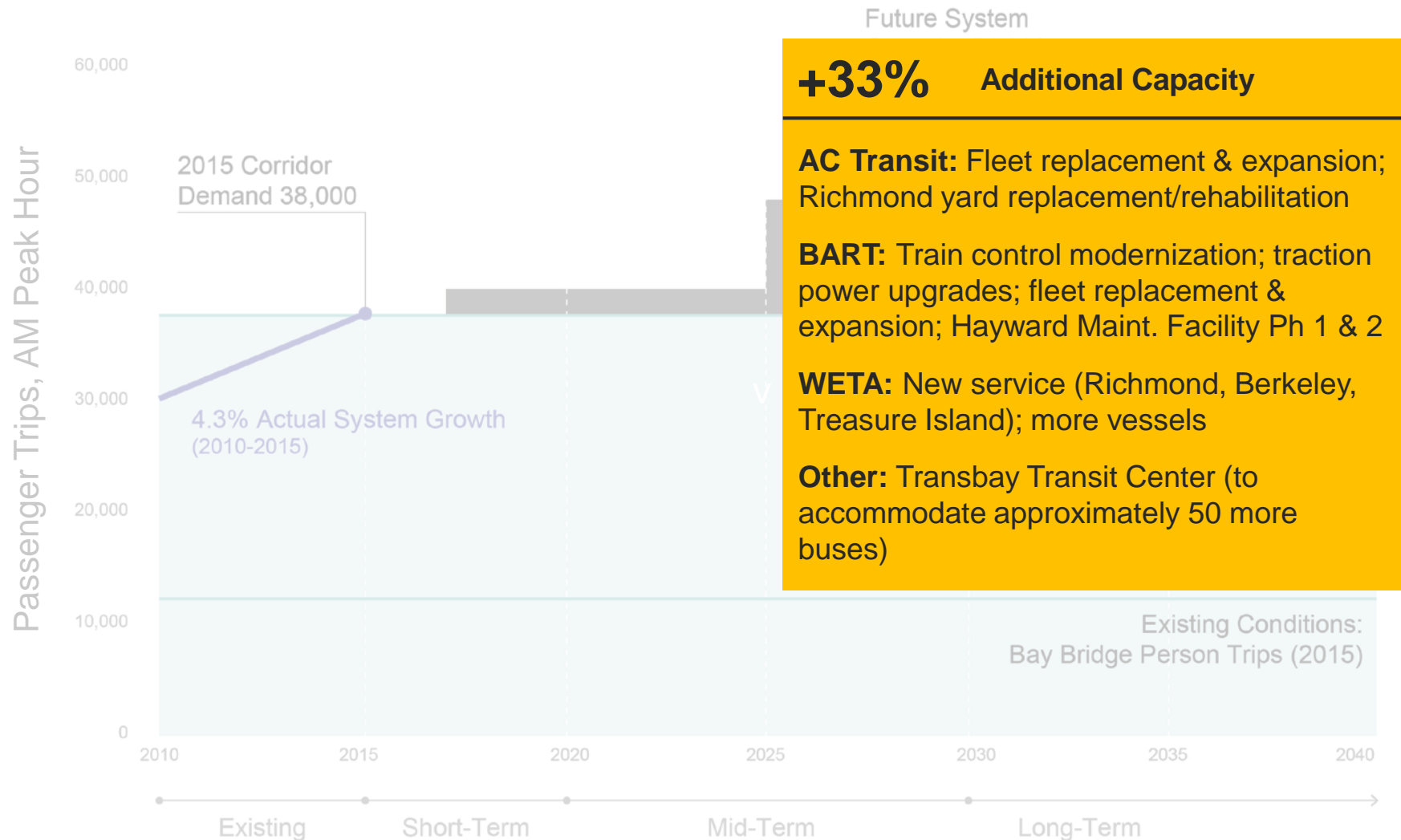
Transbay Corridor Future Growth



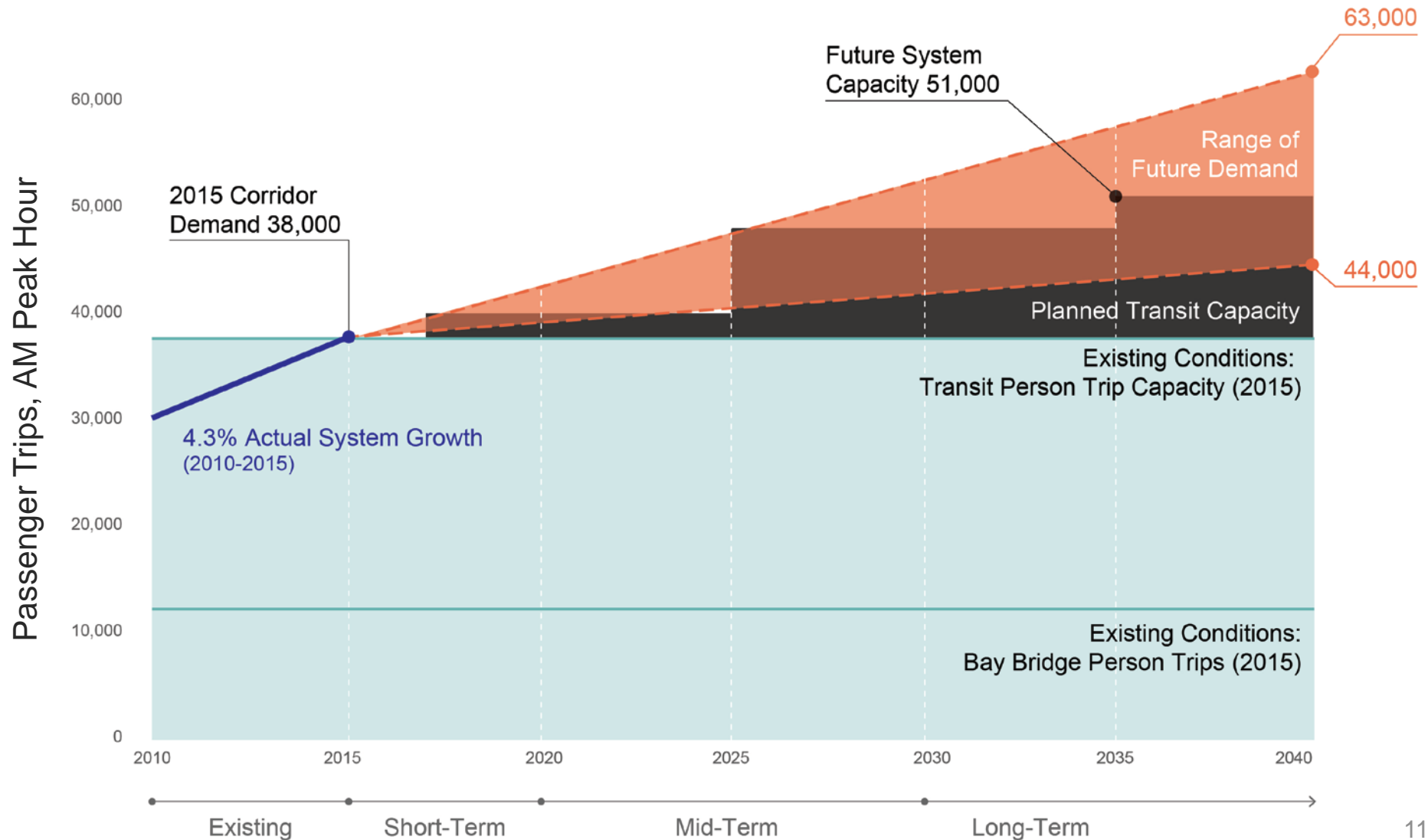
Transbay Corridor Future Growth



Transbay Corridor Future Growth

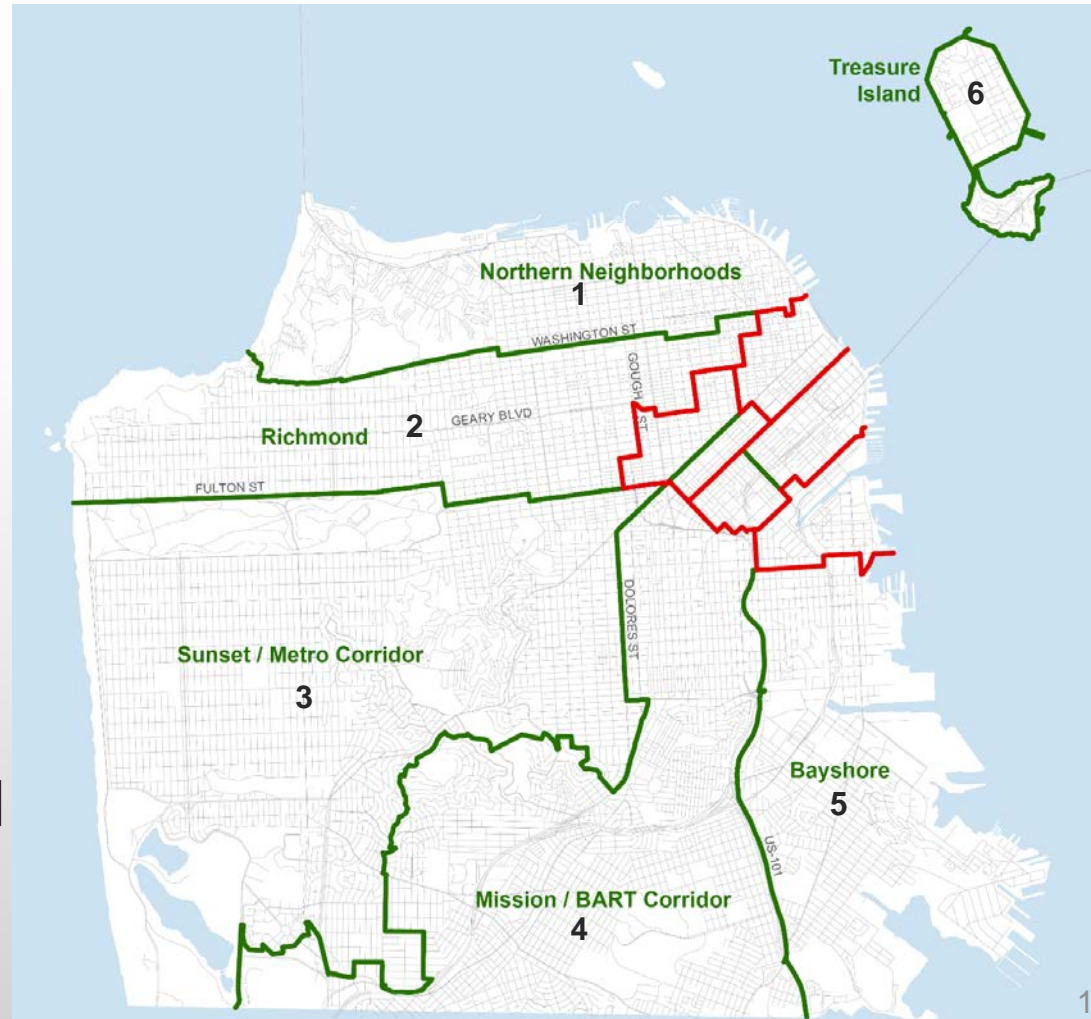


Transbay Corridor Future Growth

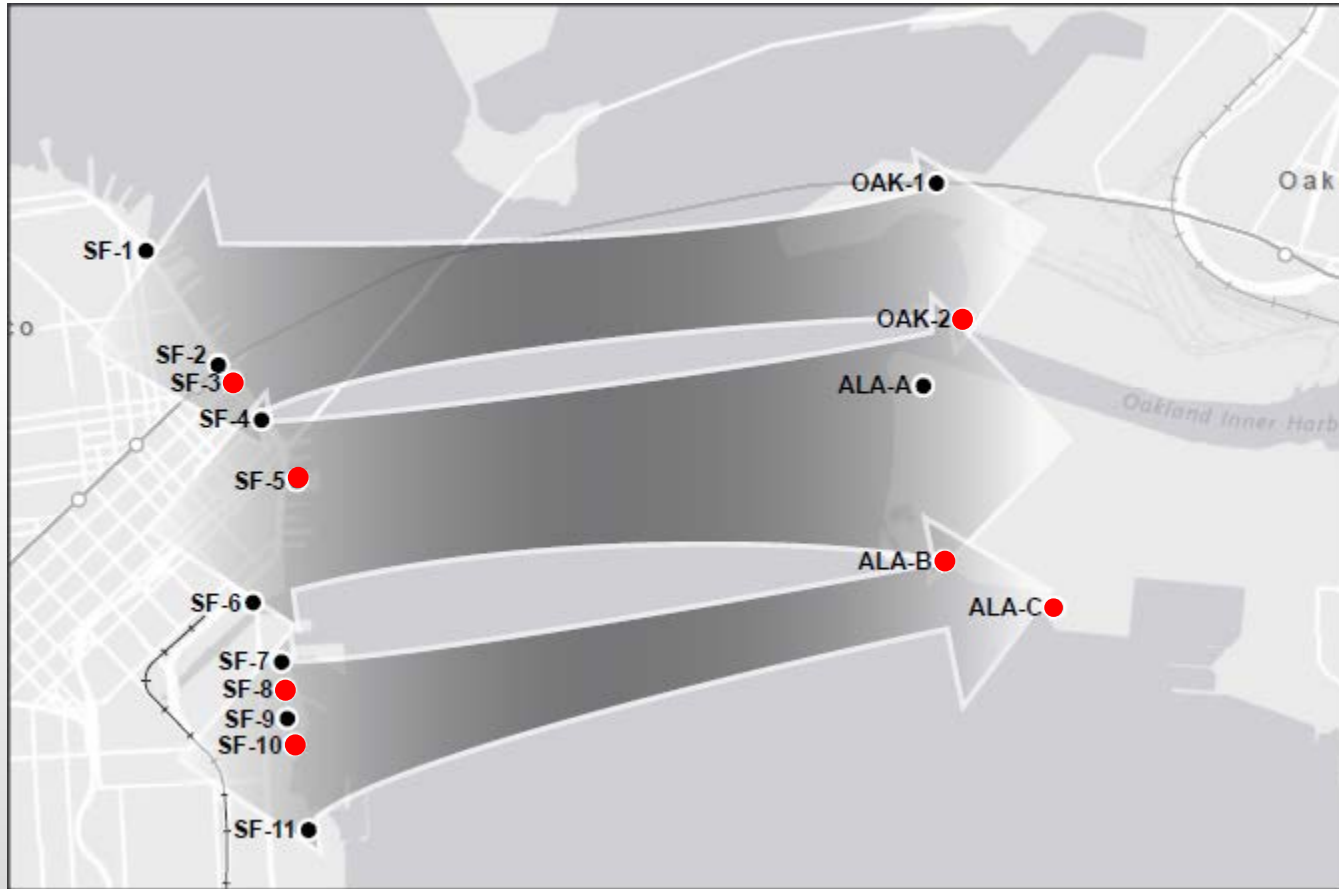


SF Metro Corridor Future Growth

- Similar analysis to Transbay, but capacity/demand assessed in 6 sub-areas
- Richmond & Sunset corridors show projected demand above planned capacity
- Other corridors show future planned capacity above projected demand



A Second Transbay Transit Tube? Potential Landing Sites & Corridors



- Mission Street to Oakland Outer or Middle Harbor
- Pier 30–32 to Alameda NAS
- Central Mission Bay to Alameda NAS

Next Steps: Package Development Process

1

Create Themes

Pre-define themes & pivotal investments for ~ 3 packages- each will have a balance of near, mid and long term improvements

2

Package Workshops

Multiple workshops to develop & refine packages of projects- major Transbay investments require complementary strategies

3

Deliver Packages

Deliver three refined packages to TAC, Executive Team