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)

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

Long term (15+ years)

The CCTS identifies a number of options for a large investment to increase transit capacity in the long term.
## Short- and Medium-term Improvements

### Transbay Corridor

<table>
<thead>
<tr>
<th>Recommended improvement projects</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Add bus and ferry service</td>
</tr>
<tr>
<td>• Add dedicated bus transitway and transit priority infrastructure</td>
</tr>
<tr>
<td>• Set Bay Bridge toll level to manage demand and reduce toll plaza</td>
</tr>
<tr>
<td>• Fully fund and implement prerequisite projects</td>
</tr>
</tbody>
</table>

### Capital cost need

<table>
<thead>
<tr>
<th></th>
<th>AC Transit</th>
<th>WETA</th>
<th>BART</th>
<th>Total costs*</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>110 buses,</td>
<td>11</td>
<td>306</td>
<td>$4.8bn</td>
</tr>
<tr>
<td></td>
<td>maintenance facility, and bus priority infrastructure</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>$445m</td>
<td>$374m</td>
<td>$4.0bn</td>
<td></td>
</tr>
</tbody>
</table>

### Operations cost needs

<table>
<thead>
<tr>
<th></th>
<th>Bus: Transbay service</th>
<th>Bus: Ferry feeder service</th>
<th>Ferry: WETA 15-30 Plan service</th>
<th>BART: Additional Transbay service</th>
<th>Total annual operating costs</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$33m/yr</td>
<td>$13m/yr</td>
<td>$23m/yr</td>
<td>$16m/yr</td>
<td>$85m/yr</td>
</tr>
</tbody>
</table>

### SF Metro Corridor

<table>
<thead>
<tr>
<th></th>
<th>SFMTA Fleet and yard</th>
<th>SFMTA Surface Light-Rail Safety &amp; Capacity</th>
<th>SFMTA Surface Improvements (station, roadway, and transit priority traffic control improvements)</th>
<th>SFMTA Geary Corridor Bus Rapid Transit</th>
<th>Total costs*</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$787m</td>
<td>$100m</td>
<td>$51m</td>
<td>$300m</td>
<td>$1.2bn</td>
</tr>
</tbody>
</table>

### Short- and Medium-term Capacity

- **2015:**
  - 37k Capacity
  - 105% of capacity
  - 39k Demand

- **2020**: 70,000 Demand: High Growth

- **2025**: 54,000 Demand: Market Assessment Growth Projection

- **2030**: 54,000 Capacity

- **2035**: 54,000 Capacity

- **2040**: 54,000 Capacity

- **Person Trips Peak Hour**
  - 44k Capacity
  - 49k Demand: 91%
  - 52k Demand: 102%
  - 55k Demand: 115%
  - 62k Demand: 130%

### Notes:
- Total costs* reflects only the portion of each project that is not funded.
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
- Add second BART crossing
- Provide redundancy to the key Market Street corridor
- Opportunity for new SF line

Long Term #3
- 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

Transbay Corridor: Long-term options

<table>
<thead>
<tr>
<th>Long Term</th>
<th>2040 Demand (High Growth)</th>
<th>2040 Demand (Market Assessment Growth Projection)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Long Term #1</td>
<td>72,000 trips</td>
<td>66,000 trips</td>
</tr>
<tr>
<td>Long Term #2</td>
<td>84,000 trips (+30,000)</td>
<td>84,000 trips</td>
</tr>
<tr>
<td>Long Term #3</td>
<td>64,000 trips (+10,000)</td>
<td>64,000 trips</td>
</tr>
<tr>
<td>Long Term #4</td>
<td>102,000 trips (+48,000)</td>
<td>102,000 trips</td>
</tr>
</tbody>
</table>

Long Term #2 and #4 (combined) 102,000 trips

Bay Area Core Capacity Transit Study

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