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July 27, 2015

Ms. Tiffany Bohee
OCII Executive Director
c/o Brett Bollinger
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Dear Ms. Bohee:

Subject: Comments on the Draft Subsequent Environmental Impact Report for the Event Center & Mixed Use Development at Mission Bay

On behalf of the Peninsula Joint Powers Board (JPB) Caltrain is submitting the following comments on the Draft Subsequent Environmental Impact Report (DSEIR) for the Event Center & Mixed-Use Development at Mission Bay Blocks 29-32 (the Project). Caltrain provides commuter rail service between San Francisco, San Jose and Gilroy, operating a mix of express, local and limited service. Today, Caltrain operates 92 trains per weekday, 36 trains on Saturday and 32 trains on Sunday. Caltrain also operates supplemental service for a variety of special events including extra trains after San Francisco Giants games.

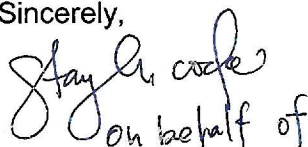
The Project site is located 0.8 miles south of the Caltrain terminal at Fourth/King and 0.9 miles northeast of Caltrain's station at 22nd Street and the analysis in the DSEIR indicates that travel demand generated by the project on event days will result in a substantial addition of riders to the Caltrain system. Specifically Caltrain notes that Impacts TR-5 and TR-14 identify Caltrain service as being significantly capacity-impacted to and from the South Bay during the weekday evening, weekday late evening, and Saturday evening peak hours during both the "Basketball Game Scenario" (Impact TR-5) and the "Basketball Game with Overlapping SF Giants Game at AT&T Park Scenario" (Impact TR-14) evaluated in the DSEIR.

In response to the above impacts the DSEIR identifies mitigation measure M-TR-5a "Additional Caltrain Service," noting that implementation of this measure would reduce or minimize the severity of the capacity utilization exceedances for Caltrain and would not result in secondary transportation impacts. The DSEIR also notes, however, that the provision of additional Caltrain service is uncertain and full funding for the service has not yet been identified. Implementation of the mitigation measure thus remains uncertain and impacts TR-5 and TR-14 are found to be Significant and Unavoidable with mitigation.

PENINSULA CORRIDOR JOINT POWERS BOARD
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Caltrain agrees with the DSEIR's analysis of capacity impacts to our service, the conclusion that additional service has the potential to mitigate a portion of these impacts, and the statement that additional Caltrain service has not yet been defined, funded or agreed to. Caltrain understands the importance of the regional transportation services we provide and we look forward to working collaboratively with the City and County of San Francisco and the project sponsors to address the transportation challenges and opportunities presented by this unique project. As the project advances through the environmental process we encourage the City and the project sponsors to engage with us directly to more formally define, analyze and identify funding for any contemplated increase in Caltrain service.

Sincerely,

A handwritten signature in black ink, appearing to read "Marian Lee", followed by the words "on behalf of" in a smaller, less legible script.

Marian Lee
Executive Officer, Caltrain Modernization Program

cc: Chuck Harvey, Deputy CEO, Operations, Engineering & Construction
Rita Haskin, Executive Officer, Marketing
Hilda Lafebre, Manager, Environmental Planning