



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

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2015

Adam Van de Water
Office of Economic and Workforce Development
1 Dr. Carlton B. Goodlet Pl., Rm., #448
San Francisco, CA 94102

Thomas M. Blalock, P.E.
PRESIDENT

Tom Radulovich
VICE PRESIDENT

Grace Crunican
GENERAL MANAGER

Re: BART Additional Comments on the Event Center and Mixed-Use Development at Mission Bay Blocks 29-32

Dear Adam,

DIRECTORS

Gail Murray
1ST DISTRICT

Joel Keller
2ND DISTRICT

Rebecca Saltzman
3RD DISTRICT

Robert Raburn, Ph.D.
4TH DISTRICT

John McPartland
5TH DISTRICT

Thomas M. Blalock, P.E.
6TH DISTRICT

Zakhary Mallett, MCP
7TH DISTRICT

Nicholas Josefowitz
8TH DISTRICT

Tom Radulovich
9TH DISTRICT

As we have discussed, the San Francisco Bay Area Rapid Transit District (BART) wanted to provide additional comments as it relates to the proposed 18,000-seat multipurpose Event Center and Mixed-Use Development at Mission Bay (Blocks 29-32).

- **Train Capacity.** Generally, BART does have reverse commute train capacity during weekday evenings to carry patrons towards the Event Center from the East Bay (and from the Peninsula), with transfer points to San Francisco Muni on Market Street, and at the 16th St. - Mission BART Station. It is helpful that the proposed Event Center will schedule events so that most of the new travel demand will not be generated during traditional commuter peak periods, as most BART travelers going to the Event Center will transfer to Muni services for last mile access the site.
- **Event Coordination.** BART looks forward to participating on the Ballpark/ Mission Bay Transportation Coordinating Committee.

More broadly, BART has expressed concern about post-event late evening (approx. 10:00 PM through close of BART service) demand on Friday and Saturday evenings, as it relates to overall weekend evening travel demand for BART in the Market Street corridor. This includes cumulative late evening demand generated by activities at the proposed Event Center, but also from other concerts, restaurants, theaters, and special events located elsewhere in San Francisco. Demand for late evening weekend BART service has been growing, but BART does have the capacity to provide supplemental train service during the late evenings if demand generated by special events increases. Currently, supplemental train services are not included in BART's annual operating budget (but a portion of these additional costs would be offset through farebox recovery).

As the proposed project (and other developments) advances, having a better understanding of expected cumulative transit demand is necessary so that BART can tailor special event service levels to meet demand. BART is encouraged that the San Francisco Municipal Transportation Agency (SFMTA) has budgeted for a dedicated Special Events Coordinator. We look forward to working with the new Coordinator so that we can better serve the traveling public in the late evenings.

- **Interim Period Strategies.** BART looks forward to working with SFMTA (and others) on transportation system management strategies to monitor, and address, any potential station crowding concerns at the Embarcadero, Montgomery and 16th Street – Mission Stations, during the interim period between the opening of the Event Center but prior to the opening of the Muni Central Subway project (when most transfer are expected to occur at Powell Street Station). We agree with SFMTA strategy to emphasize transfers from BART to supplemental Muni bus service (during the interim period) at the Powell Street Station in order to establish travel patterns for Event Center transit users.
- **Capital Funding Opportunities.** The Bay Area continues to grow and the San Francisco economy is flourishing. Not specific to the proposed Event Center, BART seeks to strengthen our partnership with the City and County of San Francisco to provide quality regional transit service, and to develop a coordinated funding plan so we can jointly invest in priority BART peak period capacity improvements. These BART system capacity improvements (i.e., rail car fleet expansion, stations, train control modernization, traction power upgrades, and additional shop & yard facilities) are needed to accommodate growth in San Francisco, alleviate peak period constraints, and provide quality patron experience.

We appreciate your consideration, and look forward to working with San Francisco on this important project.

Sincerely,



Val Joseph Menotti
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BART Planning, Development & Construction
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