



May 15, 2015

Tiffany Bohee

Executive Director, Office of Community Investment and Infrastructure

1 South Van Ness Avenue, Fifth Floor

San Francisco, CA 94103

RE: SFMTA Transit Service Plan, Enforcement Support and Capital Investment Funding for the Golden State Warriors Multipurpose Arena

Dear Ms. Bohee:

You have requested that the San Francisco Municipal Transportation Agency (SFMTA) provide you with information concerning the inclusion of a transportation service plan (TSP) as part of the Project Description in the Golden State Warriors Event Center and Mixed-Use Development at Mission Bay Blocks 29-32 Draft Subsequent Environmental Impact Report (DSEIR).

The SFMTA worked with the Project sponsor, the Golden State Warriors, to develop a TSP that would meet the Project's demand for transit service and traffic enforcement at its multipurpose event center and ancillary office and retail uses on Blocks 29-32 in Mission Bay and is consistent with the SFMTA's goals of providing socially-equitable and sustainable mobility to this growing neighborhood and to all of San Francisco. The TSP and associated capital improvements are described in the Project Description of the DSEIR in Section 5.2.5.2 Subsections 2 *Transit Network Improvements*, 6 *Muni Special Event Transit Service Plan* and the portion of 7 *Transportation Management Plan* related to Parking Control Officers.

The SFMTA cannot unequivocally guarantee future funding for the TSP at the levels analyzed in the Project Description in perpetuity; nevertheless, I am confident the SFMTA will be able to deliver the proposed service for the following reasons:

1. An independent fiscal feasibility analysis of the Project conducted by Economic & Planning Systems and peer reviewed by Keyser Marston Associates, Inc. shows annual anticipated Project-generated City revenues of over \$14 Million. This is more than double the City's anticipated total annual project-related operating costs of \$6.5 Million.
2. The SFMTA share of these City operating costs for transit service and enforcement is estimated to be \$5.5 Million, 54 percent of the revenues for which are mandated by the City Charter to accrue to the SFMTA through baseline service improvements and parking tax collections.
3. Any gaps in funding above the baseline in 2 above will be addressed by ensuring that additional revenues accrued to the City from this project will be available to the SFMTA to meet the annual operating funding gap.

In addition to the operating needs, the Project requires capital investments totaling nearly \$40 Million. The Capital investments include procuring light rail vehicles, extending and raising the adjacent T-Third transit platform, installing crossover tracks, augmenting power and installing traffic signals and related infrastructure. The City and SFMTA will apply project generated one-time and annual revenues to address these capital needs for the Project without impacting the other capital projects underway or planned by the City and SFMTA.

The SFMTA supports the Project with the understanding that the City, the Golden State Warriors, and SFMTA do not expect the SFMTA operating and capital budgets to experience any adverse impact associated with implementing the proposed TSP and the capital investments to support it. As an additional safeguard, should an unlikely and unforeseen future event cause SFMTA to reduce funding in order to maintain equitable services citywide, the DSEIR imposes a mitigation measure on the Project sponsor to meet performance standards addressing a variety of issues. These include but are not limited to, the minimization of transit loading times, vehicle queuing and the percentage of those who drive, protecting pedestrian flows, and improving private shuttle capacities and bicycle parking supply.

The mitigation measure also provides for a robust monitoring of the City's and Project's ability to satisfy the established performance standard and a tool kit of actions that the Project sponsor can implement to smooth transit operations, reduce crowding on the transit system serving the site, adjust transportation behaviors of visitors to the site, and address physical constraints of the existing transportation infrastructure, among other objectives. As the Project sponsor implements various actions, the City and sponsor will conduct additional analysis to ensure the performance standard is being met or whether additional actions are necessary. In addition, the Project sponsor has agreed to join the Mission Bay Ballpark Transportation Coordination Committee as an active participant in the joint cooperation and decision-making about efforts to address transportation needs in this area.

We look forward to working cooperatively with the Office of Community Investment and Infrastructure, the Project sponsor and the Mission Bay community to ensure the success of this Project. Providing robust transit service and enforcement support is good for the Project, is good for the environment and is good for San Francisco.

Sincerely,



Edward D. Reiskin
Director of Transportation

Attachment A Pro Forma of Service Provision
Attachment B Description of Services





Capital and Operating Cost Estimates for Warrior's Arena Events (please see notes)

Agency	ESTIMATED COST FY13-14 \$	FY14-15	FY15-16	FY16-17	5-Year Plan FY17-18	FY18-19	Total 5-Year Plan		R02-R01 Delta Cost/(Savings)	R01 presented in February 2015	R00 presented in October 2014
PRELIMINARY CAPITAL USES											
Transit Investments											
(4) New Light Rail Vehicles	\$18,300,287	-	-	-	21,000,000	-	\$21,000,000	3	\$0	\$21,000,000	\$36,600,574
Installation of (3) single crossovers											
Conceptual Engineering Phase	\$176,134	\$182,299	\$0	\$0	\$0	\$0	\$182,299		-	182,299	
Detail Design Phase	\$469,691	\$486,130	\$0	\$0	\$0	\$0	\$486,130		-	486,130	
Construction Phase	\$7,058,715	\$0	\$0	\$7,826,123	\$0	\$0	\$7,826,123		-	7,826,123	
Bus Substitution Cost	\$650,000	\$0	\$0	\$720,667	\$0	\$0	\$720,667		-	720,667	
Total Installation of single crossovers	\$8,354,540	\$668,429	\$0	\$8,546,790	\$0	\$0	\$9,215,219		\$0	\$9,215,219	\$12,500,000
Allocation to Warriors (70%)	\$5,848,178	\$467,900	\$0	\$5,982,753	\$0	\$0	\$6,450,653				
Extend UCSF Platform (NB) by approximately 160 ft, and associated trackway modifications											
Conceptual Engineering Phase	\$126,277	\$130,697	-	-	-	-	\$130,697		-	130,697	-
Detail Design Phase	\$227,299	\$235,254	-	-	-	-	\$235,254		-	235,254	-
Construction Phase	\$3,062,792	-	-	\$3,395,772	-	-	\$3,395,772		-	3,395,772	-
Bus Substitution Cost	\$3,500,000	-	-	\$3,880,513	-	-	\$3,880,513		-	3,880,513	-
Total UCSF platform Extension	\$6,916,368	\$365,951	\$0	\$7,276,285	\$0	\$0	\$7,642,236		\$0	\$7,642,236	\$0
Study Extension of Extend South Bound Platform	\$40,000	\$40,000					\$40,000				
6 Inch Raised Area (NB between South Street and 16th Street)											
Conceptual Engineering Phase	\$34,068	\$35,260	-	-	-	-	\$35,260		-	35,260	-
Detail Design Phase	\$30,553	\$31,622	-	-	-	-	\$31,622		-	31,622	-
Construction Phase	\$97,005	-	\$103,914	-	-	-	\$103,914		-	103,914	-
Bus Substitution Cost	\$150,000	-	\$160,684	-	-	-	\$160,684		-	160,684	-
Total 6" raised area along existing tracks	\$311,626	\$66,883	\$264,598	\$0	\$0	\$0	\$331,481		\$0	\$331,481	\$0
Power augments to idling "event" trains	\$6,800,000			\$7,539,282			\$7,539,282		\$0	\$7,539,282	\$0
Operator Restroom	-	-	-	-	-	-	-	6	-	-	\$200,000
Total Transit Investments	\$40,722,821	\$1,141,263	\$264,598	\$23,362,356	\$21,000,000	\$0	\$45,768,217		\$7,642,236	\$45,728,217	\$52,981,086
Total Transit Investments - allocation to Warriors	\$38,216,459	\$940,734	\$264,598	\$20,798,319	\$21,000,000	\$0	\$43,003,651				
Traffic/Signals Engineering Investments											
CCTV Cameras @ 5 locations	\$175,000	-	\$65,613	\$126,117	-	-	\$191,729		-	\$191,729	\$175,000
Variable Message Signs (VMT)	\$405,000	-	\$151,846	\$291,870	-	-	\$443,716		-	\$443,716	\$135,000
Traffic Signals at South Street and 16th Street and Terry Francois B	\$800,000	-	\$299,943	\$576,533	-	-	\$876,476		-	876,476	-
Transportation Management Center Network Upgrades	\$80,000	-	\$29,994	\$57,653	-	-	\$87,648		-	\$87,648	\$80,000
Total Traffic/Signals Engineering Investments	\$1,460,000	\$0	\$547,396	\$1,052,173	\$0	\$0	\$1,599,569		\$0	\$1,599,569	\$390,000
Total Estimated Capital Uses	\$42,182,821	\$ 1,141,263	\$ 811,994	\$ 24,414,530	\$ 21,000,000	\$ -	\$47,367,786		\$7,642,236	\$47,327,786	\$53,371,086
Total Estimated Capital Uses Allocation to Warriors	\$39,676,459	\$ 940,734	\$ 811,994	\$ 21,850,493	\$ 21,000,000	\$ -	\$ 44,603,221				
PRELIMINARY CAPITAL SOURCES											
In Lieu TIDF (SFMTA)	\$17,436,000	-	-	-	\$19,434,536	-	\$19,434,536		\$19,434,536	-	-
Construction Related Taxes (General Fund)		-	-	-	\$0	-	\$0		\$0	-	-
Sales Taxes	\$2,355,000	-	-	\$1,277,340	\$1,312,467	-	\$2,589,806		\$2,589,806	-	-
Gross Receipts	\$2,953,000	-	-	\$1,601,692	\$1,645,738	-	\$3,247,430		\$3,247,430	-	-
Real Property Transfer Tax (General Fund)	\$4,200,000	-	\$4,434,176	-	-	-	\$4,434,176		\$4,434,176	-	-
Total Estimated Capital Sources	\$26,944,000	\$ -	\$ 4,434,176	\$ 2,879,031	\$ 22,392,741	\$ -	\$ 29,705,949	5,9	\$ 29,705,949	\$ -	\$ -
CAPITAL SOURCES LESS USES	(\$15,238,821)	(\$1,141,263)	\$3,622,182	(\$21,535,498)	\$1,392,741	\$0	(\$17,661,838)		\$22,063,713	(\$47,327,786)	(\$53,371,086)
CAPITAL SOURCES LESS USES Allocation to Warriors	(\$12,732,459)	(\$940,734)	\$3,622,182	(\$18,971,461)	\$1,392,741	\$0	(\$14,897,272)				

Capital and Operating Cost Estimates for Warrior's Arena Events (please see notes)

	ESTIMATED COST FY13-14 \$	5-Year Plan						R02-R01 Delta Cost/(Savings)	R01 presented in February 2015	R00 presented in October 2014
		FY14-15	FY15-16	FY16-17	FY17-18	FY18-19	Total 5-Year Plan			
PRELIMINARY OPERATING COSTS										
<u>Transit Operating Costs by Event Type</u>										
Annual Transit Costs: Basketball Games (43)	\$1,342,600	-	-	-	\$770,332	\$1,594,588		-	\$1,594,588	\$ 1,402,100
Annual Transit Costs: Concerts (30)	\$546,000	-	-	-	\$313,274	\$648,477		-	\$648,477	\$ 870,000
Annual Transit Costs: Convention, Theater, Shows & Other Sportin	\$764,800	-	-	-	\$438,813	\$908,342		-	\$908,342	\$ 569,200
Total Transit Operating Costs (204 Events/Year)	\$2,653,400	\$0	\$0	\$0	\$1,522,419	\$3,151,407	1, 4, 7	\$0	\$3,151,407	\$ 2,841,300
<u>Enforcement Operating Costs by Event Type</u>										
Annual Enforcement Operating Costs: Basketball Games (43)	\$ 908,932	-	-	-	\$521,510	\$1,079,527		161,600	\$917,927	\$ 888,544
Annual Enforcement Operating Costs: Concerts (30)	\$ 634,139	-	-	-	\$363,844	\$753,158		162,563	\$590,595	\$ 1,330,883
Annual Enforcement Operating Costs: Convention, Theater, Show:	\$ 850,453	-	-	-	\$487,957	\$1,010,072		(166,034)	\$1,176,106	\$ 1,278,207
Total Enforcement Operating Costs (204 Events/Year)	\$2,393,525	\$0	\$0	\$0	\$1,373,312	\$2,842,757	1, 5, 7	\$158,128	\$2,684,628	\$ 3,497,633
<u>Mitigation Measure Cost</u>										
Parking Facilities Service	\$ 234,635	-	-	-	\$134,625	\$278,673		\$278,673	-	-
Transit Demand Accommodation	\$ 1,800,000	-	-	-	\$1,032,771	\$2,137,835		2,137,835	-	-
Total Mitigation Measurer Operating Costs	\$ 2,034,635	\$0	\$0	\$0	\$1,167,395	\$2,416,508	5, 7, 8	\$2,416,508	\$0	\$0
Total Operating Cost	\$7,081,560	\$0	\$0	\$0	\$4,063,126	\$8,410,672		\$2,574,636	\$5,836,035	\$6,338,933
PRELIMINARY OPERATING SOURCE and General Fund										
<u>Transit Sources Assumptions by Event Type</u>										
Annual Transit Fares: Basketball Games (43)	\$289,300	-	-	-	\$161,230	\$331,328		-	\$331,328	\$ 321,400
Annual Transit Fares: Concerts (30)	\$148,800	-	-	-	\$82,928	\$170,417		-	\$170,417	\$ 324,500
Annual Transit Fares: Convention, Theater, Shows & Other	\$322,800	-	-	-	\$179,900	\$369,694		-	\$369,694	\$ 133,100
Total Annual Transit Fares	\$760,900	-	\$0	\$0	\$424,058	\$871,438	1, 6, 7	\$0	\$871,438	\$ 779,000
<u>Special Event Parking Sources by Event Type</u>										
Annual Parking Revenues: Basketball Games (43)	\$299,569	-	-	-	\$166,953	\$343,089		-	343,089	-
Annual Parking Revenues: Concerts (30)	\$156,243	-	-	-	\$87,076	\$178,941		-	178,941	-
Annual Parking Revenues: Convention, Theater, Shows &	\$337,067	-	-	-	\$187,851	\$386,034		-	386,034	-
Total Annual Incremental Parking Revenues	\$792,879	-	\$0	\$0	\$441,880	\$908,064	1, 6, 7	\$0	\$ 908,064	\$ -
<u>General Fund (GF) Sources</u>										
<u>Charter Mandated</u>										
Property Tax	\$83,904	-	-	-	-	\$ 92,637		92,637	-	-
Property in Lieu of VLF	\$73,968	-	-	-	-	\$ 84,508		84,508	-	-
Sales Tax	\$47,932	-	-	-	\$ 13,331	\$ 54,762		54,762	-	-
Hotel/Motel Tax	\$153,364	-	-	-	\$ 42,653	\$ 175,217		175,217	-	-
Baseline	\$398,912	-	-	-	\$ 221,885	\$ 455,753		455,753	-	-
Gross Receipts	\$227,516	-	-	-	-	\$ 259,935		259,935	-	-
Utility User Tax	\$23,368	-	-	-	\$ 12,998	\$ 26,698		26,698	-	-
Parking Tax (GF 20%)	\$44,344	-	-	-	\$ 18,252	\$ 50,663		50,663	-	-
Parking Tax (MTA 80%)	\$1,929,000	-	-	-	\$ 793,991	\$ 2,203,862		2,203,862	-	-
Total General Fund Sources with charter mandated	\$2,982,308	\$0	\$0	\$0	\$1,103,110	\$3,404,033	7, 10	3,404,033	-	-
Gap funding from other SF sources	\$2,545,472	-	-	-	\$ 2,094,079	\$ 3,227,137	11	3,227,137	-	-
Total Operating Sources and GF	\$7,081,559	\$0	\$0	\$0	\$4,063,127	\$8,410,672		\$6,631,170	\$1,779,502	\$779,000
OPERATING SOURCES and GF LESS USES	(\$0)	\$0	\$0	\$0	\$0	\$0		\$4,056,533	(\$4,056,533)	(\$5,559,933)

Notes:

¹ Total estimated 204 events/year for calculating the operating costs and revenue;

² Costs based on FY2014 \$ and inflated to FY2018 \$ with 3.5% increase annually;

³ The proposed plan includes purchasing 4 additional trains and shifting 2 two cars from another route(s) at the end of the PM commute period. This could increase crowding in other parts of the system;

⁴ Transit estimates based on 35% mode share;

⁵ Enforcement time at overtime rates;

⁶ Estimated transit revenue based on 57% of regular service revenues - equal to other special events. Estimated parking revenue assumes special event zone equivalent to half core, premium zone for AT&T park. 2.75% annual inflation;

⁷ FY17-18 operating revenue and expense are calculated for half year instead of full year as the Warrior's Areana is projected to be open for events starting January 2017;

⁸ Operating cost for mitigation measurer M-TR-2a: areawide wayfinding plan for parking facilities service the Event Center and M-TR-4a additional Muni service to accommodate transit demand;

⁹ Capital Funding source: 1) TIDF is paid at Certificate of Occupancy in FY17-18; 2) Construction related taxes include sales taxes and gross receipts, both of which would be offset from the start of construction and assuming they are distributed 50% in FY16-17, and 50% in FY17-18 assuming construction

¹⁰ General fund sources based on FY2014 \$ and inflated to FY2018 \$ with 2.75% increase annually except Property Tax with 2.0% ;

¹¹ Any gaps in funding above the baseline in will be addressed by ensuring that additional revenues accrued to the City from this project will be available to the SFMTA to meet the annual operating funding gap had assumed in this plan

Attachment B

Description of Services

Project Transit Service Plan & Capital Improvements Assumptions

The following summarizes the elements of the Project Description for the Golden State Warriors Multipurpose Event Center and Ancillary Development Event Center & Mixed Use Development project description related to features of the Transit Service Plan (TSP) and Event Management Strategies prepared by the SFMTA.

Muni Special Event Transit Service Plan

In addition to the existing scheduled transit service in the project vicinity, the SFMTA would provide additional service to accommodate events at the Event Center. The Muni Special Event Transit Service Plan (TSP) was developed by the SFMTA based on the estimated number of attendees taking transit, their origins and destinations, and arrival and departure patterns, as well as Muni's experience with providing shuttle services for special events (e.g., at Golden Gate Park, during the America's Cup and for the 49ers stadium at Candlestick Park). The Muni Special Event Transit Service Plan includes increasing light rail service on the T Third/Central Subway, adding a 3-car light rail shuttle that would run along the Embarcadero, and three Special Event Muni Shuttles. The three Muni Special Event Shuttles are presented in **Figure 1** on page 4, and described below:

- **Muni Special Event 16th Street BART Shuttle** would run on 16th Street between the Event Center and the 16th Street BART station. This shuttle would primarily serve attendees originating from and destined to the East Bay and South Bay and the Mission district. Pre-event, the bus stop for the 16th Street BART shuttle would be located on the south side of 16th Street between Third and Illinois Streets, and post-event the bus stop would be located on the east side of Illinois Street south of 16th Street.
- **Muni Special Event Van Ness Avenue Shuttle** would run between the Event Center and Fort Mason. The shuttle would run on 16th Street, Mission Street, and Van Ness Avenue, with limited stops at key transfer locations (e.g., at Geary Boulevard to connect with the 38 Geary and 38L Geary Limited). Pre-event, the bus stop for the Van Ness Avenue shuttle would be located on the south side of 16th Street between Third and Illinois Streets, and post-event the bus stop would be located on the north side of 16th Street between Illinois Street and Terry A. Francois Boulevard.
- **Muni Special Event Transbay Terminal/Ferry Building Shuttle** would loop between the Event Center, the new Transbay Terminal, and the Ferry Building via Fourth, King, Third, Folsom, Fremont, and Mission Streets. Pre-event, the bus stop for the Transbay Terminal/Ferry Building shuttle would be located on the south side of South Street between Third Street and Bridgeview Way, and post-event the bus stop would be located on the east side of Third Street north of South Street.

Table 1 on page 5 presents the proposed service for the T Third and the Special Event Muni Shuttles for large events (over 12,500 attendees), medium events (7,500 to 12,500 attendees), and small events (less than 7,500 attendees). The service plans are representative, and the actual service that would be provided would be appropriately scaled to respond to the projected attendance level for the event. For events with more than 12,500 attendees increases in T Third service and the three Muni Special Event Shuttles would be provided, while for events with fewer than 12,500 attendees increases in T Third service and only the Muni Special Event 16th Street BART Station Shuttle route would be provided.

Transit Network Improvements

To support the operations of the TSP described above, the elevated northbound passenger platform at the UCSF/Mission Bay light rail stop would be extended. The existing northbound platform located in the median of Third Street north of South Street would be extended to the north away from South Street from 160 feet in length to 320 feet in length. This extension would allow for two 2-car light rail trains to simultaneously board or alight passengers along the platform prior to or following a large event at the project site. Crossover tracks would be constructed on Third Street near South Street within the light rail median to enable light rail vehicles to move from one set of tracks to another to reverse travel. In addition, the existing painted median area adjacent to the northbound track between South and 16th Streets would be raised 6 inches. This improvement would allow for staging of two, two-car northbound light rail trains.

Other Capital Improvements

The TSP also includes three capital improvements to facilitate traffic flow, including the installation of:

- closed circuit television (CCTV) cameras in five locations with direct links to the Transportation Management Center within the arena;
- variable message signs to separate arena, hospital and other neighborhood destinations; and
- two new overhead traffic signals at Terry Francois Boulevard and 16th Street and Terry Francois Boulevard and South Street.

Event Transportation Management Strategies

For all events, a Parking Control Officer (PCO) Supervisor would be stationed within the on-site Event Center Command Transportation Management Center, and would manage the PCOs assigned to the event. The PCO Supervisor would have radio contact with the Field Supervisor and all PCOs on the street, and phone contact with relevant city agencies and departments (Muni, SFMTA Signal Shop, SFPD, SFFD), transit operators (Muni, BART, Caltrain) and Event Center staff (security, valet attendants, etc.), and access to the aforementioned CCTV cameras. The number of PCOs will vary depending on event size, but during events with more than 12,500 attendees, up to 17 PCOs would be stationed in the project vicinity, managing vehicular, transit, bicycle and pedestrian flows. The exact locations would be determined by the PCO Supervisor, but it is anticipated that PCOs would be stationed at key impacted intersections pre-event and/or post-event, such as:

- | | | |
|---|--|---|
| • Fourth Street/Channel Street | • Bridgeview Way/South Street | • Terry A. Francois Boulevard/16th Street |
| • Third Street/Channel Street | • Terry A. Francois Boulevard/South Street | • I-280 northbound ramps/Owens Street/Mariposa Street |
| • Terry A. Francois Boulevard/Mission Bay Boulevard North | • Third Street/16th Street | • Fourth Street/Mariposa Street |
| • Third Street/Mission Bay Boulevard South | • Owens Street/16th Street | • Third Street/Mariposa Street |
| • Third Street/South Street | • Illinois Street/16th Street | • Illinois Street/Mariposa Street |

During large events, PCOs would also be stationed at the light rail platforms to facilitate pedestrian crossings, and to minimize conflicts between pedestrians, light rail, and vehicular traffic. In addition, it is anticipated that there would be roving PCO(s) in adjacent neighborhoods, as necessary, to monitor general parking issues and respond to calls during the events. Passenger loading onto the light rail vehicles would be monitored by SFMTA Transit Fare Inspectors (TFI) and Passenger Assistance Program Staff, who would also be stationed at the light rail platforms.

The PCO Supervisor would also have authority and discretion in how PCOs are deployed, and may adjust the controls described below above as conditions warrant. Transportation conditions during various-sized events would be monitored during the first year of operations to determine the appropriate number of PCOs and/or locations for the various event types.

FIGURE 1

PROPOSED PROJECT MUNI SPECIAL EVENT SHUTTLES



TABLE 1
PRELIMINARY MUNI SPECIAL EVENT TRANSIT SERVICE PLAN

	Quantity & Configuration of Special Event Vehicles			
	Pre-Event		Post-Event	
	Weekday	Weekend	Weekday	Weekend
For Large Events (12,500 – 18,000 attendees)				
T Third/Central Subway Special Event Shuttles ¹	(3) 2-car trains	(6) 2-car trains	(8) 2-car trains	(10) 2-car trains
Metro Shuttle via The Embarcadero	--	--	(4) 3-car trains	(2) 3-car trains
16th Street BART Station Special Event Muni Shuttle	3 buses	3 buses	4 buses	4 buses
Van Ness Avenue Special Event Muni Shuttle	4 buses	4 buses	4 buses	4 buses
Ferry Building/Transbay Terminal Shuttle	7 buses	7 buses	4 buses	8 buses
For Medium Events (7,500 to 12,500 attendees)				
T Third/Central Subway with Special Event Shuttles	(2) 3-car trains	(2) 3-car	(12) 2-car trains	(12) 2-car trains
Metro Shuttle via The Embarcadero	--	--	(2) 3-car trains	(2) 3-car trains
16th Street BART Station Shuttle	3 buses	3 buses	3 buses	3 buses
For Small Events (less than 7,500 attendees)				
T Third/Central Subway Special Event Shuttles	--	--	(2) 2-car trains	(2) 2-car trains
16th Street BART Station Shuttle	3 buses	3 buses	2 buses	3 buses

SOURCE: SFMTA, 2015

¹ Note that during overlapping major events, such as a large concert at the Event Center and a game at AT&T Park, the T Third/Central Subway Special service could be accompanied by Muni bus shuttles between Union Square and/or Montgomery BART/Muni station and the project site.