

The SFMTA is BUILDING PROGRESS to better serve San Francisco



**San Francisco
relies
on transit.**

Every day, people board Muni buses, trolleys, and trains more than 725,000 times!

Among the 20 largest U.S. cities, San Francisco has the second highest level of transit usage.

San Francisco's population has increased by approximately 100,000 since 2010. The population is expected to hit 1 million by 2040.



**The SFMTA
is already
delivering progress.**

Muni has just completed the biggest service expansion since the 1970s, adding 10% more service.

Muni is replacing all of its buses and light rail vehicles and adding 94 buses and 64 trains to increase service.

Muni is shifting to larger vehicles to reduce overcrowding.



**The SFMTA will
continue to grow
and modernize.**

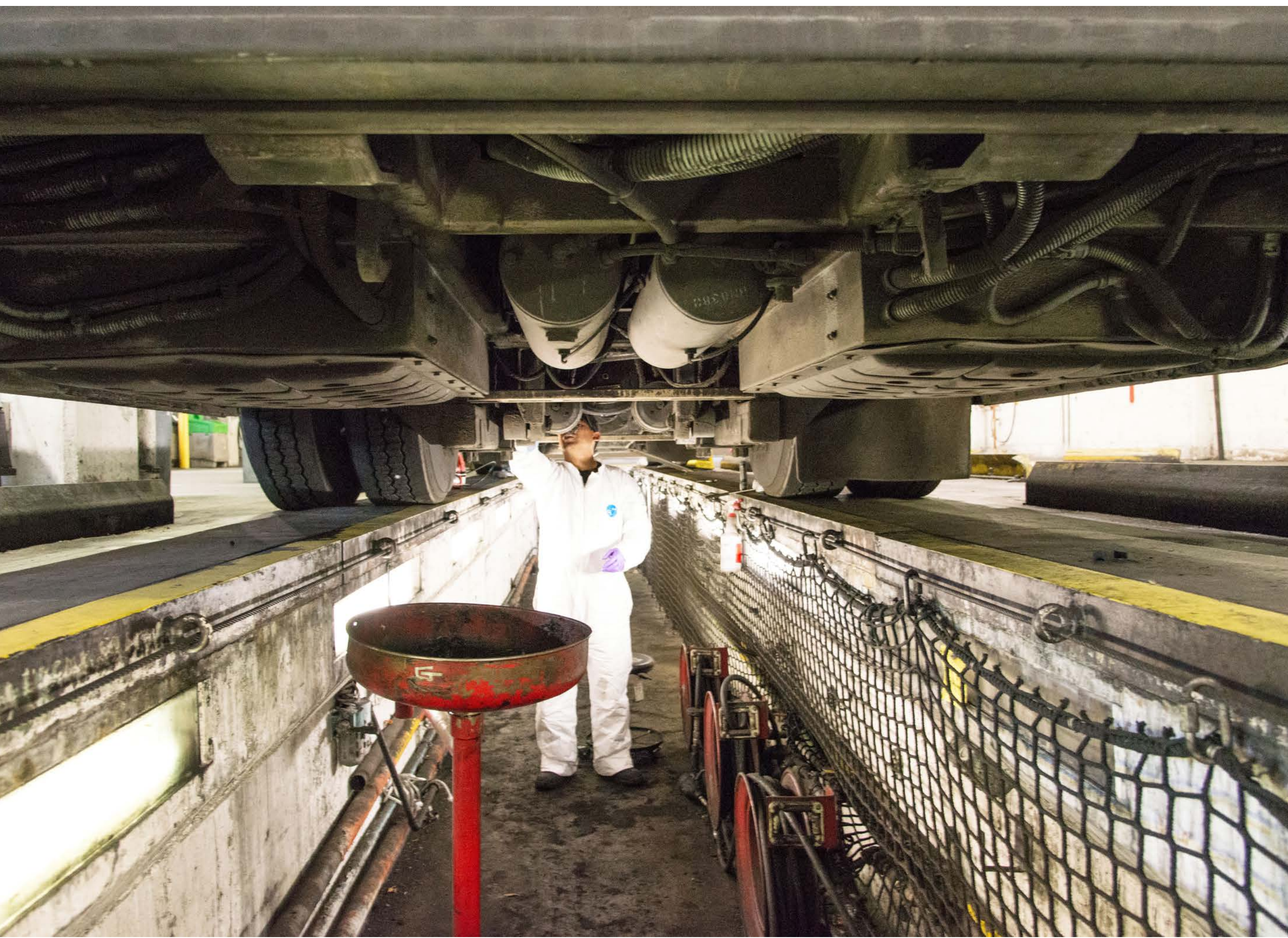
By 2025, Muni will operate nearly 200 more vehicles than today.

Central Subway is scheduled to open in 2019, increasing service on the Muni Metro T Line.

The Van Ness Improvement Project will bring San Francisco its first Bus Rapid Transit system.

BUILDING PROGRESS

SFMTA's existing yards are too old and too small for our vehicles and our employees



Two of SFMTA's eight major yards are over 100 years old and were built for streetcars, not buses.

Ceilings in our existing yards are too low for roof equipment maintenance.

Many of the current tools used (including bus washes) won't work with new vehicles.



The existing yards can't accommodate a growing fleet of buses and trains.

There won't be space to park 130 buses in 2030.

There won't be space to park 46 light rail vehicles by 2040.



Outdated and cramped yards make it hard for our workers to do their jobs.

The SFMTA's maintenance facilities function 24 hours a day, 7 days a week, 365 days a year.

5,900+ SFMTA employees work to keep traffic and transit moving safely and efficiently.



We can't maintain a modern transit system with 100-year-old yards

BUILDING PROGRESS

We must act now to modernize our maintenance yards



The SFMTA needs larger, modernized yards to:

- House new buses and light rail vehicles
- Keep modern vehicles in top condition
- Provide improved working conditions for employees



Delaying modernization would hurt our ability to deliver reliable service.



If we don't act now, riders could face:

- More breakdowns
- Longer wait times
- Vehicles skipping stops due to overcrowding



Now is the time to invest in the future of San Francisco's transportation

BUILDING PROGRESS

Modern yards will help the SFMTA contribute to the neighborhood



Woods Yards Playground



Moscone Garage Murals

Supporting our Community:

- Quieter and more attractive facilities
- Other uses that benefit the community beyond core transit functions

Environmental Responsibility:

- Increased resource efficiency
- Reduced operating costs

Improving Resilience:

- Improved earthquake safety
- Better response to natural disasters and climate change

Moving forward in this process, we will seek public input on:

Potentially including land uses in addition to transit, such as:

- Housing
- Space for light industry
- Other commercial uses

Public Art and Urban Design

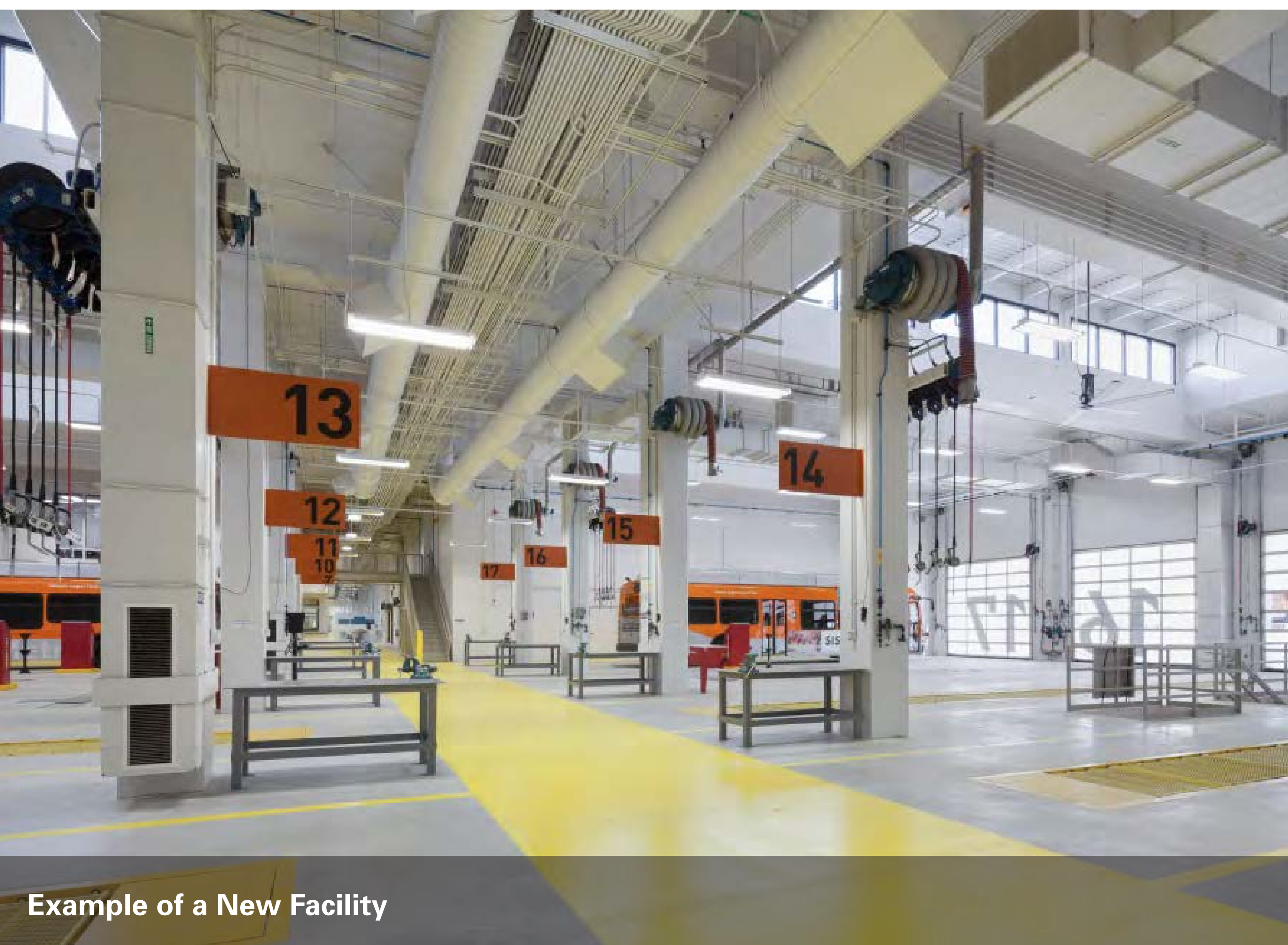


Architectural Character



Fill out a comment card to let us know your thoughts

Program alternatives at a glance



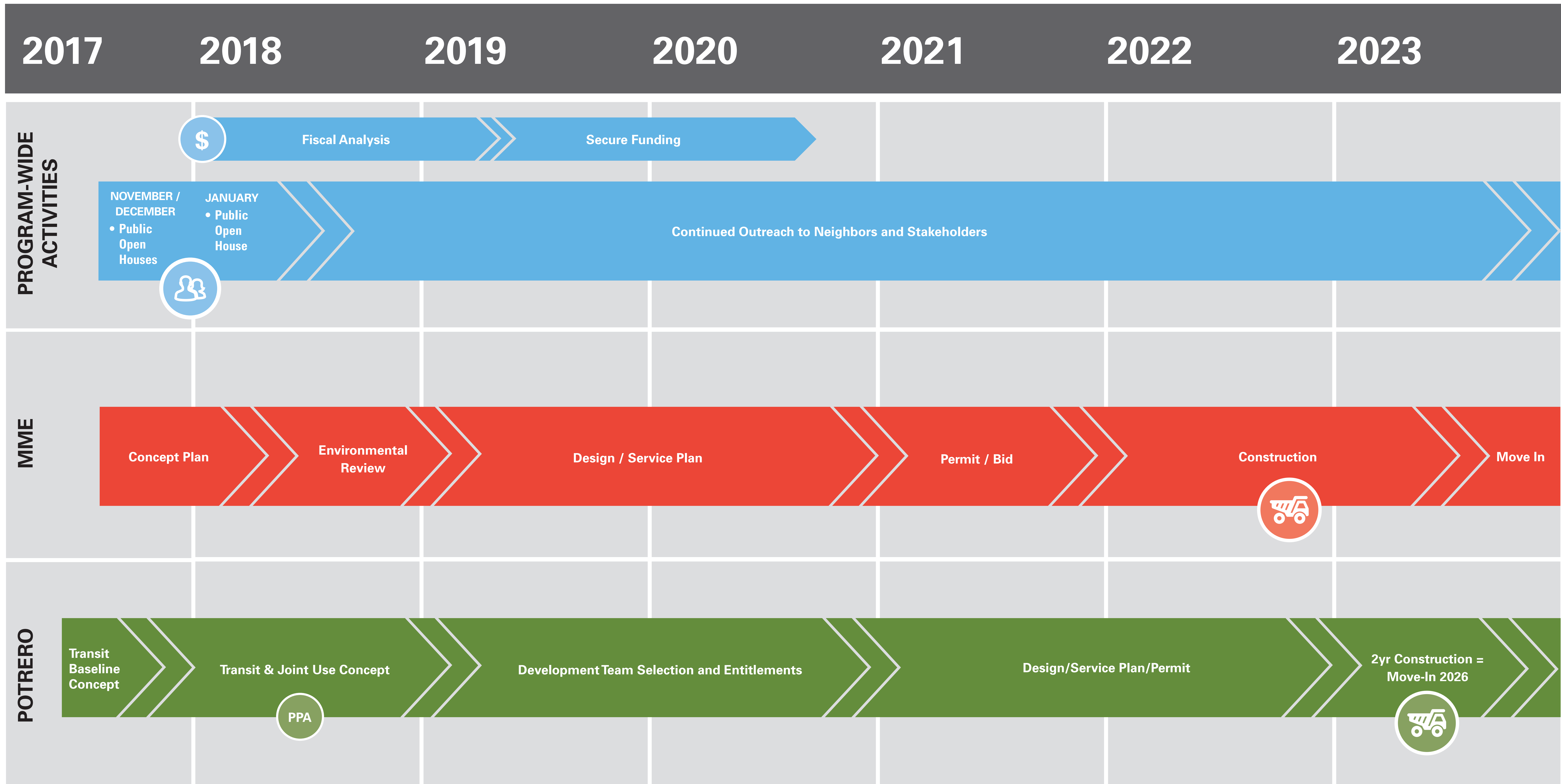
Example of a New Facility

Example of a New Facility

Both scenarios for our 20-year Muni Yard Renovation Program cost approximately \$1 billion. A preferred scenario will be selected in early 2018, based on: cost, land acquisition, development density, schedule, and financing.

	SCENARIO 1	SCENARIO 2
New Maintenance Facility	New 220-bus maintenance facility on additional land	No additional land
Muni Metro East Yard Expansion Project	Expanded to accommodate light rail vehicles	Interim trolley bus capacity then expanded to accommodate light rail vehicles
Muni Potrero Yard Reconstruction Project	Rebuilt at existing capacity with additional development considered	Rebuilt at approximately 1.6 times existing capacity with additional development considered
Muni Presidio Yard Reconstruction Project	Rebuilt at existing capacity with additional development considered	Rebuilt at increased capacity (TBD) with additional development considered
Muni Kirkland Yard Reconstruction Project	Rebuilt at existing capacity with additional development considered	Rebuilt at existing capacity with additional development considered

Near Term Timeline



Muni Metro East Expansion Project

CURRENT USE



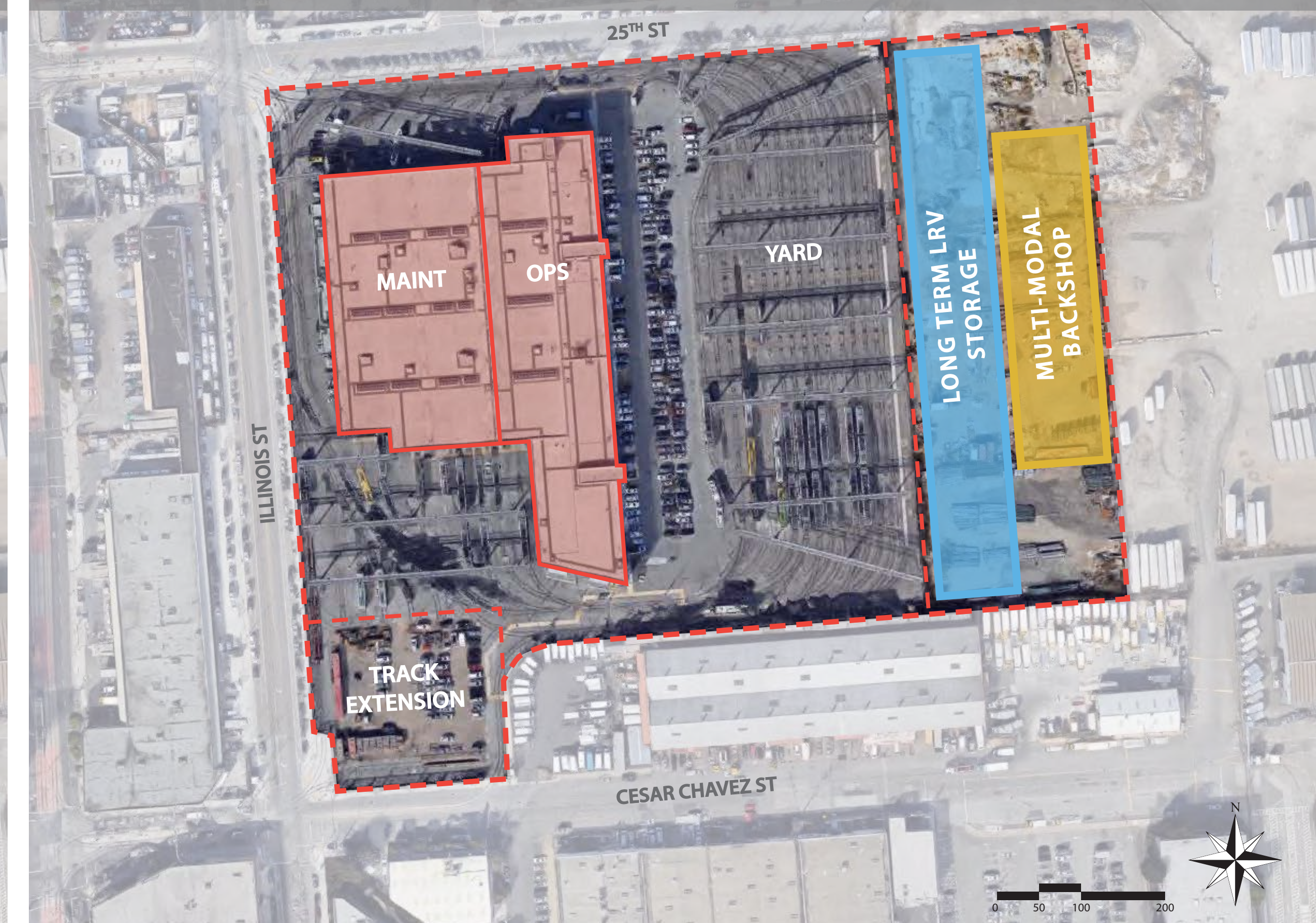
MME currently has space to store and maintain 75 LRVs and 33 streetcars. We are currently expanding tracks in the southwest corner to store 16 more LRVs.

INTERIM USE



If we don't purchase a new yard, MME's vacant 4 acres would serve as a temporary trolley bus yard. This allows us to rebuild outdated yards elsewhere.

FUTURE USE



After the temporary bus use, and in time for the next LRV expansion, MME could store as many as 150 LRVs needed to deliver improved transit service.

MME: 2001 to Present

In 2001, the SFMTA acquired 17 acres from the Port of San Francisco to serve LRVs and street cars as part of the T-Third Light Rail Transit Project.

MME opened in 2008 on 13 of the 17 acres of land, with planned growth into the Expansion Area as the fleet size increased.

These 4 acres are the only vacant land owned by the SFMTA.

Per the 2017 Fleet Plan, the 4 acres will be needed for LRV storage in 2029.

Next Steps:

- If a temporary yard is needed at MME, the SFMTA design would conform to the current zoning and height regulations, and to the Central Waterfront Plan.
- The SFMTA is starting design soon so that we can stay on the Building Progress program schedule.
- We hope to share our progress with the community and get feedback in the first half of 2018.

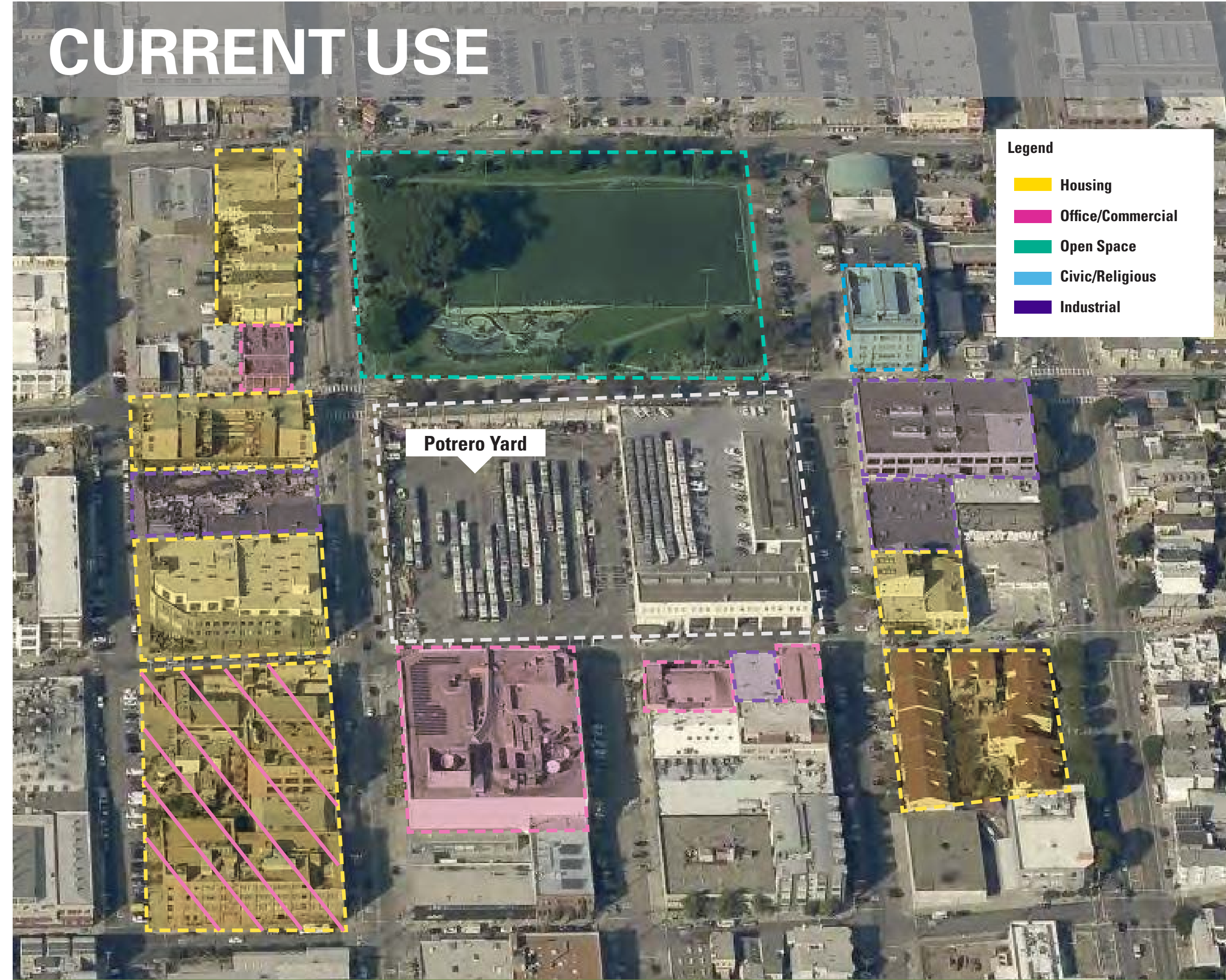
Potrero Yard Reconstruction Project

POTRERO YARD CIRCA 1949



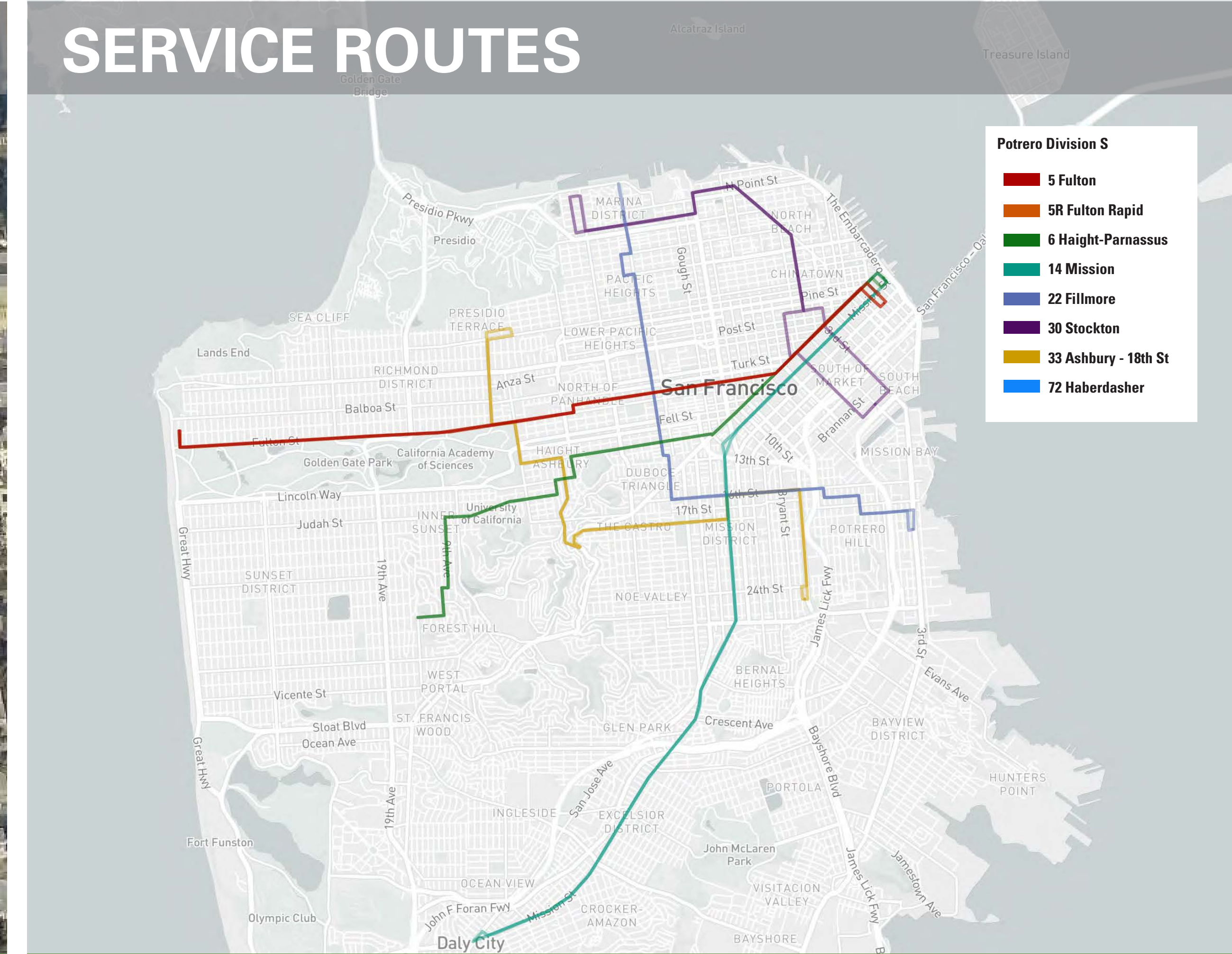
Potrero Yard sits on 4.4 acres of land. The first floor of the facility was constructed in 1914 and the second floor followed in 1924. It was originally built to service 100 street cars. The site was converted to a Trolley Coach yard in 1948 and was last structurally remodeled in 1990.

CURRENT USE



Potrero Yard currently houses 127 trolley buses and has 22 bus maintenance bays. Many of the bays are inaccessible, and the ceiling is not high enough to lift buses for repairs, or for workers to safely work on top of the buses. These modern needs weren't present when the building was designed.

SERVICE ROUTES



Trolley buses from the Potrero Yard serve eight trolley bus routes in San Francisco, carrying 102,000 riders daily. That accounts for about 14 percent of Muni service.

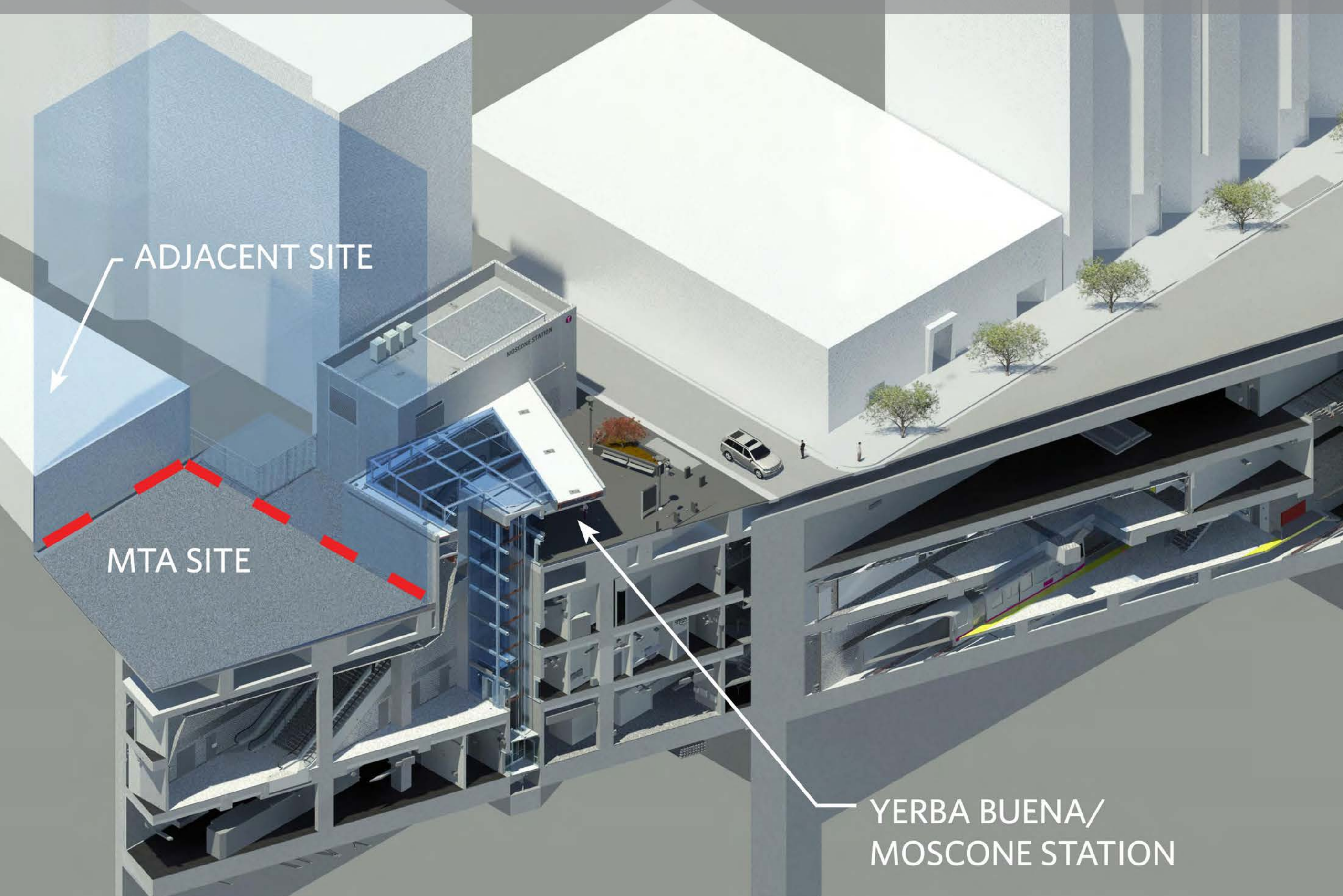
A new transit facility at Potrero Yard would provide modern maintenance, storage, and repair for 128 or 206 buses, depending on the scenario chosen. The new facility could include additional development above the transit use, which will occupy the lower floors.

FUTURE CAPACITY BY SCENARIO

Scenario 1	Scenario 2
128 buses	206 buses
16 bus bays	24 bus bays
2 stories of transit (subject to site design)	3 stories of transit (subject to site design)

Potrero Yard Joint Use Opportunities and Considerations

FUTURE HOUSING ABOVE YERBA BUENA/MOSCONE SUBWAY STATION



UNITY PLAZA AT OCEAN/PHELAN MUNI TURNAROUND



Opportunities

Potrero Yard is a public site. Public sites create the opportunity to pursue a variety of joint uses.

The SFMTA will work with residents, community-based organizations, merchants, City departments, and others to identify and evaluate joint use opportunities.

Possible joint uses include:

- Community Space
- Housing
- Other Commercial Uses
- Production, Distribution, and Repair (PDR)
- Retail Space

Considerations

Transit Needs:

For Muni to work for San Francisco, Potrero Yard has to work for Muni. The yard must be rebuilt to include bus maintenance and storage to ensure high-quality Muni service. Any joint use must be fully compatible with Muni's needs.



Funding:

The SFMTA is identifying funding options to support the Building Progress Program. Incorporating revenue-generating joint uses is one option for supporting the Building Progress program. Other options include bonds or other voter-approved measures, and regional or federal grants.



Neighborhood Needs:

The SFMTA will continue to engage with local residents, merchants, community-based organizations, City departments, elected officials, and other stakeholders to identify possible joint uses at Potrero Yard. The SFMTA welcomes the community's feedback on this important project.



Potrero Yard Reconstruction Project

What joint uses would you want to see in addition to a transit facility at the Potrero Yard site?

