

Addendum to SFMTA's Real Estate and Facilities Vision for the 21st Century

Vision Refinement for Coach Facilities

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DRAFT

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Table of Contents

1. Background	1
2. Coach Fleet Projections.....	2
3. Coach Facility Analysis and Findings.....	5
a. Bus Fleet Distribution.....	5
b. Options for Additional Facility Capacity	6
c. Coach Facility Discussion	7
i. Marin	7
ii. Islais Creek	8
iii. Burke.....	8
iv. Central Body Repair & Paint (MME)	9
v. Woods.....	9
vi. Expanded Facility (or New Facility).....	9
vii. Flynn	10
viii. Presidio	10
ix. Potrero	10
x. Kirkland.....	10
d. The Coach Shuffle	11
4. Implementation Plan	12
a. Schedule.....	12
b. Projected Cost	14
Appendix A: Fleet Distribution.....	A-1
Appendix B: Facility Drawings.....	B-1

TABLES

Table 1: Comparison of Fleet Projections	2
Table 2: Summary of Fleet Projection Comparison	3
Table 3: Options for Additional Facility Capacity	6
Table 4: The Coach Shuffle	11
Table 5: Estimated Project Cost Comparison	14

A. BACKGROUND

As SFMTA enters its second century, it is confronting significant challenges:

- Aging and inefficient facilities are hindering operations; with certain facilities requiring complete reconstruction
- Key SFMTA facilities would be expected to suffer catastrophic damage in a major earthquake, potentially rendering major portions of the system unusable; the economic recovery of the City would require a fully functional transit system
- Facilities are operating at crush capacity and will not be able to accommodate anticipated fleet growth and mix required to meet ridership demand
- The entire system of real estate and facilities, which has evolved since the late 19th century, must be modernized and improved to meet the future needs of the SFMTA and the population of San Francisco
- There are inadequate resources to fund needed facility maintenance, modernization, and expansion

A report entitled *The SFMTA's Real Estate and Facilities Vision for the 21st Century* (Vision Report), dated February 5, 2013, was developed to provide a roadmap for addressing these challenges and focused on looking within the Agency to find ways to reconfigure, consolidate, or expand existing facilities to best meet operational needs while identifying cost savings and revenue-generating opportunities. SFMTA has embraced the "Vision Report" and the executive staff formed a multi-disciplinary Real Estate Vision Implementation Team that is tasked with actively working toward the implementation of the Vision.

The purpose of this Addendum to *The SFMTA Real Estate and Facilities Vision of the 21st Century* (Addendum) is to address the impacts of a larger and more rapid expansion of the coach fleet on the facilities that support the maintenance and operations of the motor and trolley coach fleet.

This Addendum focuses only on the coach facilities and does not address the rail, historic streetcar, non-revenue vehicle, transit oriented development (TOD), parking garages, or other ancillary facilities that were addressed in the original Vision report.

The Vision, in order to remain viable, must be updated periodically in order to respond to evolving conditions and to maintain proper focus on its implementation.

B. COACH FLEET PROJECTIONS

The original Vision was based on the 2010 SFMTA Transit Fleet Management Plan that showed fleet growth from 2010 to 2030. The fleet growth from 2010 to 2030 was assumed to be a straight-line projection. Table 1 shows that the coach fleet was originally projected to grow by 15%, however, the fleet growth was significantly higher for the articulated coach subfleet. The transit industry utilizes 40-foot “vehicle equivalents” to illustrate and understand the impacts of increasing the number of longer articulated buses, particularly in bus parking. See note 3 in Table 1 for definition of vehicle equivalents. While there was a 15% growth in the number of buses, there was a 21% increase in vehicle equivalents (VE's).

Table 1: Comparison of Fleet Projections

		Original Vision (1)						
		2010	2015	2020	2025	2030	2040	% change 2010 to 2030
1	Motor Coach 30'	30	29	28	27	25	NA	-17%
2	Motor Coach 40'	306	317	328	339	349	NA	14%
3	Motor Coach 60'	124	145	166	187	207	NA	67%
4	Trolley Coach 40'	240	226	212	198	184	NA	-23%
5	Trolley Coach 60'	73	85	97	109	121	NA	66%
6	Contingency Coach 40' (2)	-	-	-	-	-	NA	
7	Total Coaches	773	802	831	860	886	NA	15%
8	Total Vehicle Equivalents (3)	864	910	956	1,001	1,044	NA	21%

		Refined Vision (4)						
		2010	2015	2020	2025	2030	2040	% change 2010 to 2040
9	Motor Coach 30'	30	30	30	30	30	30	0%
10	Motor Coach 40'	306	337	312	312	301	282	-8%
11	Motor Coach 60'	124	159	224	259	266	316	155%
12	Trolley Coach 40'	240	240	175	175	190	190	-21%
13	Trolley Coach 60'	73	93	105	105	105	110	51%
14	Contingency Coach 40'	-	50	50	50	50	50	
15	Total Coaches	773	909	896	931	942	978	27%
16	Total Vehicle Equivalents (3)	864	1,028	1,053	1,106	1,120	1,184	37%

(1) Based on the 2010 SFMTA Transit Fleet Management Plan

(2) The Contingency Fleet (also referred to as Reserve Fleet) was understood to be included in the figures above this line

(3) Vehicle Equivalents (VE) provides a common frame of reference to
 40 foot coach equivalents. A 30' coach = a VE of 0.75. A 40' coach = a VE of 1.
 A 60' coach = a VE of 1.5.

(4) Based on revised figures for 2014 Fleet Plan provided by SFMTA

Table 2 shows a summary of these projections from 2015 to 2040.

Table 2: Summary of Fleet Projection Comparison

TOTAL COACHES	2015	2020	2025	2030	2040
Original Vision Report	802	831	860	886	NA
Vision Report Addendum	909	896	931	942	978
Difference	107	65	71	56	NA

TOTAL 40' VEHICLE EQUIVALENTS	2015	2020	2025	2030	2040
Original Vision Report	910	956	1,001	1,044	NA
Vision Report Addendum	1,028	1,053	1,106	1,120	1,184
Difference	118	97	105	76	NA

Since the original Vision Report, the SFMTA planning staff refined the coach fleet projections and carried them out to 2040 with a total fleet growth of 27% and a growth in vehicle equivalents of 37%. This equates to almost 100 more coaches (and almost 150 vehicle equivalents more) than were considered in the original Vision Report. The refinements to the coach fleet projections were done as part of an update to the Transit Fleet Plan, as done every 2 to 3 years. This update incorporated the latest jobs and housing projections from the Association of Bay Area Governments (ABAG) and SF Planning. In addition to the long range 2040 forecast, it included a 2020 forecast to better understand the near term needs. It was important to refine the projection of fleet needs through 2020 as the Transit Effectiveness Project's (TEP) service plan is anticipated to be implemented and the entire bus and trolley bus fleet will be replaced during this timeframe. From this analysis, a better understanding of the near term, pre-2020, versus long term, 2020 to 2040, needs was developed. To optimize the efficiency with which bus service is provided, for the bus routes with high frequency and large increases in capacity forecast, the Transit Fleet Plan proposes using 60-foot articulated buses as a greater percentage of the fleet in place of some 40-foot standard buses. The Transit Fleet Plan shows fleet expansion needs above that assumed in the original Vision Report, as well as a detailed

**Coach Fleet Increase From
2010 to 2014 Fleet Plan**

- **15% to 27% growth in number of coaches**
- **21% to 37% growth in vehicle equivalents**
- **Growth projection is larger and faster than originally projected**

procurement plan through 2020 which exceeds the number of vehicles assumed in the original Vision Report.

Not only is the projected fleet size significantly larger, the growth is also accelerated. Tables 1 and 2 show that the fleet size originally projected by 2030, will now be reached before 2020.

Why did the 2014 fleet plan increase so significantly over the 2010 fleet plan? The following are some of the key reasons given for the increase.

- The motor coach fleet increased to serve the projected growth in ridership, particularly in the eastern portion of San Francisco and to/from major developments (Treasure Island, Hunters Point/Candlestick Point, etc.)
- Contingency fleet (also referred to as the reserve fleet) was recognized as a separate fleet to be accommodated
- The articulated (60 foot) motor coach fleet increased and the 40 foot motor coach fleet was reduced to realize service delivery efficiencies while meeting projected demand
- 2014 fleet plan ridership projections include 10 additional years (2040 vs. 2030) of ridership growth and increased vehicle demand
- 2014 fleet plan uses year by year vehicle procurement projections (previously interpolated)

How can this growth be accommodated? That is the primary question addressed in this Addendum report.

C. COACH FACILITY ANALYSIS AND FINDINGS

The Vision Report details the capabilities of each coach facility in the SFMTA system. All facilities are now operating at or beyond their capacity. Currently, the Flynn facility is the only one that can accommodate articulated (60 foot long) coaches, and it is already at crush capacity. Fortunately, Phase 1 of the Islais Creek facility has been completed and can accommodate the parking and nightly fueling and wash of articulated buses, but not maintenance. Phase 2 of Islais Creek includes the maintenance and operations facility, but that phase will not be complete until June, 2016. The Woods facility is a few blocks away from the Islais Creek facility, but cannot accommodate maintenance of articulated buses without major modifications to the facility. The articulated buses parked at Islais Creek before Phase 2 is complete will need to be maintained at the Flynn facility.

The original Vision Report outlined how to best utilize existing SFMTA owned real estate and facilities to accommodate the projected fleet without the need for a new coach maintenance and operations facility. Increasing the fleet projections by 100 coaches (150 vehicle equivalents) will require development of a new maintenance and operations facility or expansion of an existing facility.

Increasing the fleet projections by 100 coaches (150 vehicle equivalents) will require development of a new maintenance and operations facility or expansion of an existing facility.

Bus Fleet Distribution

Appendix A shows the proposed Bus Fleet Distribution at each facility. Note that the size of the coach fleet at each facility has been balanced with the capacity of the facility that was documented in the Vision Report. This maximizes the use of each facility while minimizing crush capacity and maintaining flexibility for expansion beyond the projected fleet size.

Options for Additional Facility Capacity

Even with the completion of Islais Creek (Phase 2) by June, 2016, the projected fleet increases will require additional capacity beyond what can be accommodated at existing coach facilities by 2020. Two options were identified and explored. The first was development of a new facility on a new site and second was expansion of an existing facility.

If a suitable site adjacent to an existing facility could be identified, the maintenance capacity at the existing site could eliminate the need to construct another maintenance facility. Table 3 summarizes the primary considerations for these two options

Table 3: Options for Additional Facility Capacity

<i>New Facility</i>	<i>Expand Facility</i>
<ul style="list-style-type: none"> ✓ <i>Capacity for 185 articulated coaches</i> ✓ <i>Site selection and acquisition required (approx. 11 acres)</i> ✓ <i>May be difficult to find a site to minimize deadhead cost</i> ✓ <i>Construct new maintenance, operations, and fuel/wash</i> ✓ <i>Timely property negotiations and demolition required</i> ✓ <i>More expensive (\$170 M to \$220 M)</i> 	<ul style="list-style-type: none"> ✓ <i>Capacity for 185 articulated coaches and provides parking capacity flexibility</i> ✓ <i>Smaller site acquisition required (approx. 3.5 acres), just for coach parking and fuel/wash (assuming additional maintenance facilities are not required)</i> ✓ <i>Street closures, if necessary and possible, could improve safety and security</i> ✓ <i>Construct new fuel/wash (additional maintenance building may not be required)</i> ✓ <i>Timely property negotiations and demolition required</i> ✓ <i>Less land = less expense</i>

The cost ranges shown above are for total project cost including land acquisition, planning/ environmental, design, demolition, construction, shop equipment, other soft cost (testing and fees), and escalation based on the schedule proposed herein.

Note that an option to develop a multilevel facility at Woods on the existing SFMTA owned site was also evaluated. This option was eliminated due to operational challenges and space constraints on the site which rendered the option unfeasible.

Coach Facility Discussion

This section provides a brief discussion regarding each facility. Note that a more detailed discussion for each facility is provided in the original Vision Report and the comments/ observations herein are intended to supplement that information. See Appendix B for site and facility plans that graphically illustrate how the coach distribution shown in Appendix A is accommodated at each facility.

The layouts were developed to:

- Confirm that the coach assignments can be accommodated
- Improve on-site coach movement for better safety and efficiency (i.e. minimizing operating cost)
- Illustrate that renovation and construction can occur without impacting coach operations

Coach facility development falls into two major dependent groups:

- Marin / Islais Creek / Burke / Central Body Repair and Paint (MME) / Woods/ Expanded or New Facility
- Flynn / Presidio / Potrero / Kirkland

Coach facility development falls into two major dependent groups:

- **Marin / Islais Creek / Burke / Central Body Repair and Paint (MME) / Woods/ Expanded or New Facility**
- **Flynn / Presidio / Potrero / Kirkland**

The facilities in the first group must be completed before construction/renovation work can begin on the second group

Marin / Islais Creek / Burke / Central Body Repair and Paint (MME), Woods, and Expanded or New Facility

Marin

(See Appendix B, Drawings M.1 to M.2)

Marin is currently occupied on a month-to-month lease from the Port, however, SFMTA is in the process of negotiating a multi-year Memorandum of Understanding (MOU) for the site and facility. MOW (Maintenance of Way) Rail Maintenance and Video are currently utilizing the building on-site, but alternate sites will need to be identified for both when the MOU expires.

The primary projected use of Marin will be to park the contingency (reserve) fleet until an existing facility can be expanded or a new facility developed.

This will require that the existing old PCC fleet (PCC Non-op fleet) currently on-site will need to be moved to another location and decisions will need to be made regarding which vehicles are worth restoring or keeping in storage for future restoration and which vehicles should be disposed as surplus. The Metro East facility was identified in the Vision Report to accommodate the historic streetcar fleet, including the PCC fleet.

The existing fueling facility at Marin is part of the MOU and will provide additional back-up fueling if needed.

Islais Creek

(See Appendix B, Drawings IC.1 to IC.7)

The use of the Islais Creek facility is essentially the same as shown in the original Vision Report. Phase 1 (coach parking and fuel and wash) has been completed and Phase 2 (maintenance and operations facility) is projected to be occupied by June, 2016. While Phase 2 is being constructed, up to 30 articulated motor coaches will be parked and serviced at the facility. This provides the space to accommodate the first wave of new articulated coaches scheduled for delivery in 2015. Maintenance on these coaches will need to be accomplished at the Flynn facility on an interim basis until Phase 2 is complete. The Flynn facility is almost 3 miles (15 minutes) away. Shuttling buses between Islais Creek and Flynn for maintenance 24 hours a day, 7 days a week, will increase deadhead and require additional maintenance staffing. The cost of the increased deadhead and staffing is estimated at approximately \$2 million per year.

Until Islais Creek - Phase 2 is complete:

- **Maintenance will need to be done at the Flynn facility (3 miles and 15 minutes away)**
- **Shuttling buses for maintenance will require additional maintenance staffing and increase deadhead**
- **Estimated cost for additional deadhead and staffing = \$2 million per year**

A means for coaches to enter and exit the site during construction of Phase 2 will need to be identified.

The facility will ultimately be capable of maintaining both standard and articulated coaches when Phase 2 is completed.

Burke

(See Appendix B, Drawings B.1 to B.2)

There is no change in the proposed use of the Burke facility since the original Vision Report. Burke is currently the central warehouse facility. This function will remain with a few alterations and a portion of the facility will be developed for Component Rebuild, which will move from Woods to make way for relocating the Parts Storeroom at Woods.

Central Body Repair & Paint (MME)

(See Appendix B, Drawings BR.1 to BR.4)

There is no change in the proposed Central Body Repair and Paint Facility to be developed at MME since the original Vision Report. This facility will be designed to accommodate all modes including motor coaches (standard and articulated), trolley coaches (standard and articulated), historic streetcars, and light rail vehicles.

Woods

(See Appendix B, Drawings W.0 to W.9)

There is no change in the proposed use of the Woods facility since the original Vision Report. After Component Rebuild is relocated to Burke, the vacated space will be converted for use as the Parts Storeroom. The area vacated by the Parts Storeroom will be converted for other support space and circulation. After the Body Repair and Paint functions are relocated to the new Central Body Repair and Paint at MME, the vacated area will be upgraded for use as general repair bays.

This facility will be capable of maintaining both standard and articulated motor coaches.

Expanded Facility (or New Facility)

(See Appendix B, Drawings X.1 to X.6 for New Facility)

The comparison between these two options was addressed previously. If a suitable expansion site is identified, the recommendation is to expand due to the probable significant cost and critical time savings versus developing a new facility on a new site.

Either option will be capable of maintaining both standard and articulated motor coaches.

Flynn / Presidio / Potrero / Kirkland

This dependent grouping is similar to what was presented in the original Vision Report with the exception that the development of these facilities is now scheduled to be done after the first group of facilities. This approach accommodates the projected fleet expansion, however, it does not address the on-going concern related to the structural and seismic condition of the two oldest facilities in the system, Presidio and Potrero, or the continuing use of the seismically unsound Overhead Lines Facility that is scheduled to be part of the new rebuilt Presidio facility. Presidio and Potrero were also identified in the original Vision Report as prime candidates for transit oriented development or joint development. These opportunities will now be postponed.

Flynn

(See Appendix B, Drawings F.1 to F.5)

There is no change in the proposed use of the Flynn facility since the original Vision Report. The facility will be electrified to accommodate trolley coaches (standard and articulated) while Presidio and Potrero are being reconstructed. This must be done before construction can start at Presidio and Potrero.

Note that before Flynn can be converted to accommodate trolley coaches, another facility (expanded facility or a new facility) must be operational to support the fleet of 129 articulated motor coaches from Flynn.

Before Flynn can be converted to accommodate trolley coaches, another facility (expanded facility or a new facility) must be operational to support a fleet of 129 articulated motor coaches

The facility will be capable of maintaining standard and articulated coaches (motor and trolley). Ultimately, the facility will be home for 120 articulated motor coaches.

Presidio

(See Appendix B, Drawings PR.1 to PR.2)

There is no change in the proposed use of the Presidio facility since the original Vision Report

Potrero

(See Appendix B, Drawings PO.0 to PO.7)

There is no change in the proposed use of the Potrero facility since the original Vision Report

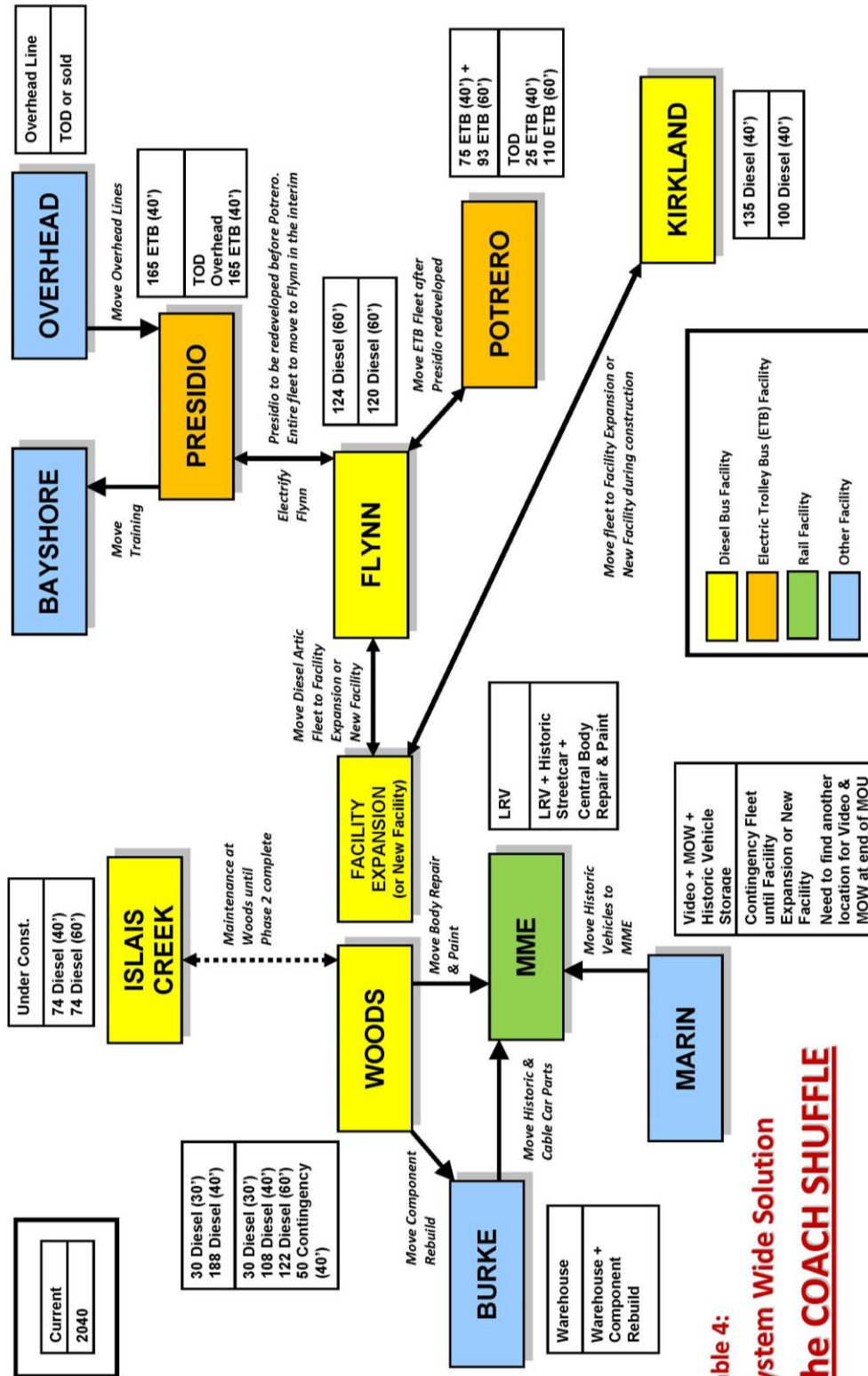
Kirkland

(See Appendix B, Drawings K.1 to K.2)

There is no change in the proposed use of the Kirkland facility since the original Vision Report

Table 4: The Coach Shuffle

Table 4 shows the original “Shuffle” modified to reflect only coach related facility development.



D. IMPLEMENTATION PLAN

Schedule

The development of the coach related facilities must be choreographed to balance fleet growth, facility capacity, and availability of funding. The schedule shown on the next page balances the fleet growth and facility capacity. It is a relatively aggressive schedule that has one or more facilities under construction between 2014 and 2030. The estimated cost for development of facilities is addressed in the next section.

The first group of facilities (Marin / Islais Creek / Burke / Central Body Repair and Paint (MME) / Woods / Facility Expansion (or New Facility) must be completed by January, 2021 as shown in order to accommodate the projected fleet size and mix.

Islais Creek – Phase 2 (maintenance and operations) must be complete by the end of 2016 in order to support the projected fleet growth.

The schedule is the same for Facility Expansion or a New Facility. **Either route taken must result in an operational facility by January 2021 in order to support the projected fleet.** Facility Expansion includes site identification, acquisition and demolition of the site, and construction of a new fuel and wash building and new bus parking. A New Facility includes a new maintenance facility, new operations facility, new fuel and wash facility, and bus parking.

CRITICAL DEADLINES
(assuming fleet growth as projected)

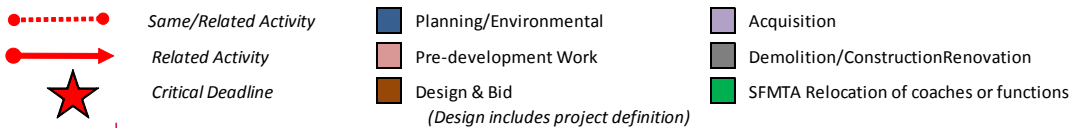
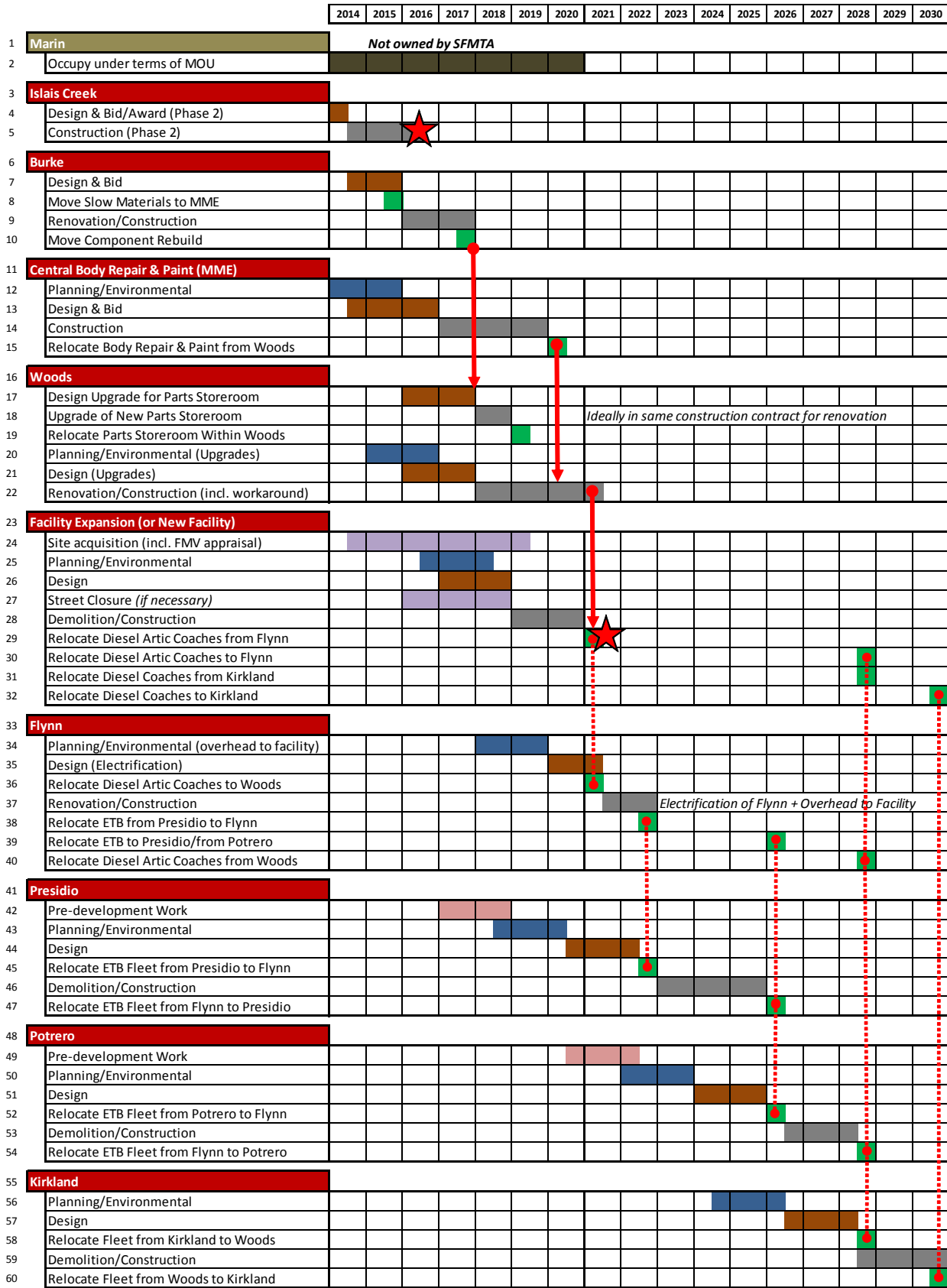
- ✓ **Islais Creek Phase 2 must be completed by the end of 2016**
- ✓ **Burke/Central Body Repair and Paint (MME)/ Woods / Facility Expansion (or New Facility) must be completed by January 2021**

If these deadlines are not met, the projected fleet cannot be accommodated!

In addition to these critical deadlines, Flynn must be electrified before demolition and construction can start at Presidio or Potrero.

Note that the schedule shown for coach related facilities has no impact on the development of rail facilities shown in the original Vision Report.

**Addendum to SFMTA Real Estate and Facilities Vision for the 21st Century
Vision Refinement for Coach Facilities**



Projected Cost

The basis used for developing the project cost was the same as that used in the original Vision Report based on industry standards (SFMTA cost may be higher).

Table 5 shows the total capital cost associated with the development of coach related facilities. These costs are shown for the Original Vision and the Refined Vision. The un-escalated costs are shown in 2012 dollars and the escalated costs include an annual inflation factor of 3 percent.

Table 5: Estimated Project Cost Comparison *(for Coach Related Facilities Only)*

	Original Vision	Refined Vision
Un-escalated Cost	\$264 M	\$313 M to \$433 M
Escalated Cost	\$330 M	\$422 M to \$572 M
Range of Escalated Annual Cost (1)	\$2.3 M (2013) to \$64.4 (2019)	\$0.9 M (2014) to \$88.9 M (2019)
Average Annual Cost (1)	\$20 M	\$25 M

(1) Assuming Facility Expansion over New Facility

While the average annual cost (projected through 2030) is higher for the Refined Vision due to expanding a facility or developing a new facility, the cumulative annual cost is less for the Revised Vision until 2025 (assuming a site is expanded) due to postponing redevelopment of Presidio and Potrero.

These costs include soft costs (e.g., planning, design, construction management, surveying, and testing), hard (construction) costs, and land acquisition cost. The cost estimates are based on industry standards and are applied on a unit or square-foot basis where possible, with an appropriate contingency to account for San Francisco conditions.

Prior to inclusion in the Capital Improvement Plan, it is recommended that the SFMTA conduct an internal costing analysis and revise estimates accordingly and include escalation adjustments to determine final costs. As individual projects proceed, estimates should be updated as additional information becomes available.

As was stated in The Vision Report, these costs are significant; however, they will contribute to reducing SFMTA's state of good repair backlog, which was \$2.2 billion as of 2010.

In addition to the project costs shown above, the Refined Vision will incur about \$2 million per year (for approximately 2 years – 2015 and 2016) in additional operating cost due to shuttling buses between Islais Creek and Flynn for maintenance until Islais Creek – Phase 2 is completed in 2016.



APPENDIX A: FLEET DISTRIBUTION

Appendix A: Coach Fleet Distribution

The table below and continued on the next page shows the proposed Coach Fleet Distribution at each facility. Note that the size of the coach fleet at each facility has been balanced with the capacity - of the facility that was documented in the Vision Report.

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2040
IC Ph 2 Open (June, 2016)																			
Fleet Projections (incl. spares)	<i>Based on 2014 Transit Fleet Plan DRAFT, November 2013</i>																		
Motor Coach 30' (Hybrid)	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30
Motor Coach 40'	323	323	337	337	337	323	312	312	312	312	312	312	312	307	307	301	301	301	282
Motor Coach 60'	124	124	159	159	159	194	224	224	224	224	224	259	259	259	259	266	266	266	316
Trolley Coach 40'	240	240	240	240	185	175	175	175	175	175	175	175	175	175	175	175	175	175	190
Trolley Coach 60'	61	62	93	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	110
Contingency - 40' Motor	40	40	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
30' and 40'	633	633	657	657	602	578	567	567	567	567	567	567	567	562	562	556	556	571	552
60'	185	186	252	264	264	299	329	329	329	329	329	364	364	364	364	371	371	371	426
Total	818	819	909	921	866	877	896	896	896	896	896	931	931	926	926	927	927	942	978
Marin <i>MOU (2014 - 2020)</i>																			
Contingency - 40' Motor	40	40	50	50	50	50	50	50											
40' Vehicle Equiv.	40	40	50	50	50	50	50	50											
Capacity (40' VE)	57	57	57	57	57	57	57	57											
Islais Creek <i>Bid and Construction (6/2016 move-in)</i>																			
Motor Coach 30'																			
Motor Coach 40'					85	74	29	29	74	74	74	74	74	74	74	74	74	74	74
Motor Coach 60' (Note 3)			30	30	39	74	95	95	74	74	74	74	74	74	74	74	74	74	74
Contingency - 40' Motor																			
Total Buses			30	30	124	148	124	124	148	148	148	148	148	148	148	148	148	148	148
40' Vehicle Equiv.	0	0	45	45	143.5	185	171.5	171.5	185	185	185	185	185	185	185	185	185	185	185
Capacity (40' VE)	185	185	185	185	185	185	185	185	185	185	185	185	185	185	185	185	185	185	185
Burke <i>Renovation (1/2016 - 1/2018)</i>																			
Central Body & Paint <i>Construction (1/2017 - 1/2020)</i>																			
Woods <i>Renovation (1/2018 - 7/2021)</i>																			
Motor Coach 30' (Note 2)	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30
Motor Coach 40'	188	188	203	203	118	115	149	149	104	104	104	104	104	104	104	104	104	104	108
Motor Coach 60'	<i>Clearance exiting bus washer in existing location will not accommodate articulated buses</i>																		
Contingency - 40' Motor									50	50	50	50	50	50	50	50	50	50	50
Total Buses	218	218	233	233	148	145	179	179	184	184	184	184	184	184	184	184	184	184	188
40' Vehicle Equiv.	210.5	210.5	225.5	225.5	140.5	137.5	171.5	171.5	176.5	176.5	176.5	176.5	176.5	176.5	176.5	176.5	176.5	176.5	180.5
Capacity (40' VE)	223	223	223	223	223	223	223	223	223	223	223	223	223	223	223	223	223	223	223
Expanded Facility (or new) <i>Demo/Construction (1/2019 - 1/2021) (finish prior to Presidio/Potrero/Kirkland start)</i>																			
Motor Coach 30'																			
Motor Coach 40' (Note 1)																		123	40
Motor Coach 60'									150	150	150	185	185	185	185	192	72	72	122
Contingency - 40' Motor																			50
Total Buses	0	0	0	0	0	0	0	0	150	150	150	185	185	185	185	192	195	162	122
40' Vehicle Equiv.	0	0	0	0	0	0	0	0	225	225	225	277.5	277.5	277.5	277.5	288	231	198	183
TOTAL BUSES	218	218	233	233	148	145	179	179	334	334	334	369	369	369	369	376	379	379	310
<i>Including 50 reserve fleet</i>																			

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Vision Refinement for Coach Facilities**

Coach Fleet Distribution (continued)

2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2040
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IC Ph 2 Open (June, 2016)

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2040
41 Flynn	Electrification of Flynn + Overhead to Facility (7/2021 - 1/2023) (finish prior to Presidio start)																		
42 Motor Coach 30'																			
43 Motor Coach 40'																			
44 Motor Coach 60'	124	124	129	129	120	120	129	129									120	120	120
45 Trolley Coach 40'											165	165	165	10	10	10			
46 Trolley Coach 60'														105	105	105			
47 40' Vehicle Equiv.	186	186	193.5	193.5	180	180	193.5	193.5	0	0	165	165	165	167.5	167.5	167.5	180	180	180
48 Capacity (40' VE)	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180
49 Presidio	Demo and Construction (1/2023 - 1/2026) (finish prior to Potrero start)																		
50 Trolley Coach 40'	165	165	165	165	165	165	165	165	165	165				165	165	165	165	165	165
51 Trolley Coach 60'																			
52 40' Vehicle Equiv.	165	165	165	165	165	165	165	165	165	165	0	0	0	165	165	165	165	165	165
53 Capacity (40' VE)	165	165	165	165	165	165	165	165	165	165	165	165	165	165	165	165	165	165	165
54 Potrero	Demo and Construction (7/2026 - 7/2028) (finish prior to Kirkland start)																		
55 Trolley Coach 40'	75	75	75	75	20	10	10	10	10	10	10	10	10				10	25	25
56 Trolley Coach 60'	61	62	93	105	105	105	105	105	105	105	105	105	105				105	105	110
57 40' Vehicle Equiv.	166.5	168	214.5	232.5	177.5	167.5	167.5	167.5	167.5	167.5	167.5	167.5	167.5	0	0	0	167.5	182.5	190
58 Capacity (40' VE)	185	185	185	185	185	185	185	185	185	185	185	185	185	185	185	185	185	185	185
59 Kirkland	Demo and Construction (7/2028 - 1/2031)																		
60 Motor Coach 30'																			
61 Motor Coach 40' (Note 1)	135	135	134	134	134	134	134	134	134	134	134	134	134	129	129	123			100
62 Motor Coach 60'																			
63 Trolley Coach 40'																			
64 Trolley Coach 60'																			
65 40' Vehicle Equiv.	135	135	134	134	134	134	134	134	134	134	134	134	134	129	129	123	0	0	100
66 Capacity (40' VE)	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100

Note 1: Could move more 40' buses from Kirkland to the new facility (or expanded facility) to further reduce congestion at Kirkland site.

Note 2: 30-foot coaches (all hybrids) could be moved to Kirkland to provide additional space on-site and displaced 40-foot coaches would move to new facility or Woods.

Note 3: Buses at Islais Creek prior to Phase 2 opening will be serviced at Islais Creek and maintained at Flynn. This will require shuttling buses between facilities, which will increase maintenance staffing needs.

SFMTA

APPENDIX B: FACILITY DRAWINGS

Appendix B includes drawings in the order shown below, which corresponds with the order in which the facilities are proposed to be developed.

Marin

M.1 (Site Plan 2013-2014)

M.2 (Site Plan 2015-2020)

Islais Creek

IC.1 (Site Plan 2015-2016)

IC.2 (Site Plan 2017)

IC.3 (Site Plan 2018)

IC.4 (Site Plan 2019-2020)

IC.5 (Site Plan 2025-2040)

IC.6 (Ground Floor Plan)

Burke

B.1 (Floor Plan Existing)

B.2 (Floor Plan Ultimate)

Central Body Repair & Paint (MME)

BR.1 (Site Plan Ultimate)

BR.2 (Proposed Floor Plan)

BR.3 (Elevations)

BR.4 (Rendering)

Woods

W.0 (Site Plan Existing)

W.1 (Site Plan 2013-2014)

W.2 (Site Plan 2015-2016)

W.3 (Site Plan 2017-2018)

W.4 (Site Plan 2019-2020)

W.5 (Site Plan 2021-2025)

W.6 (Site Plan 2030)

W.7 (Site Plan 2040)

W.8 (Floor Plan Existing)

W.9 (Floor Plan Proposed)

New Facility

X.1 (Site Plan 2021-2023)

X.2 (Site Plan 2024-2027)

X.3 (Site Plan 2028)

X.4 (Site Plan 2029)

X.5 (Site Plan 2030)

X.6 (Site Plan 2040)

Flynn

F.1 (Site Plan 2013-2014)

F.2 (Site Plan 2015, 2016, 2019, 2020)

F.3 (Site Plan 2020)

F.4 (Site Plan 2025)

F.5 (Site Plan 2030-2040)

Presidio

PR.1 (Site Plan Existing-2020)

PR.2 (Site Plan 2025-2040)

Potrero

PO.0 (Site Plan Existing)

PO.1 (Site Plan 2013-2014)

PO.2 (Site Plan 2015)

PO.3 (Site Plan 2016)

PO.4 (Site Plan 2017)

PO.5 (Site Plan 2018-2025)

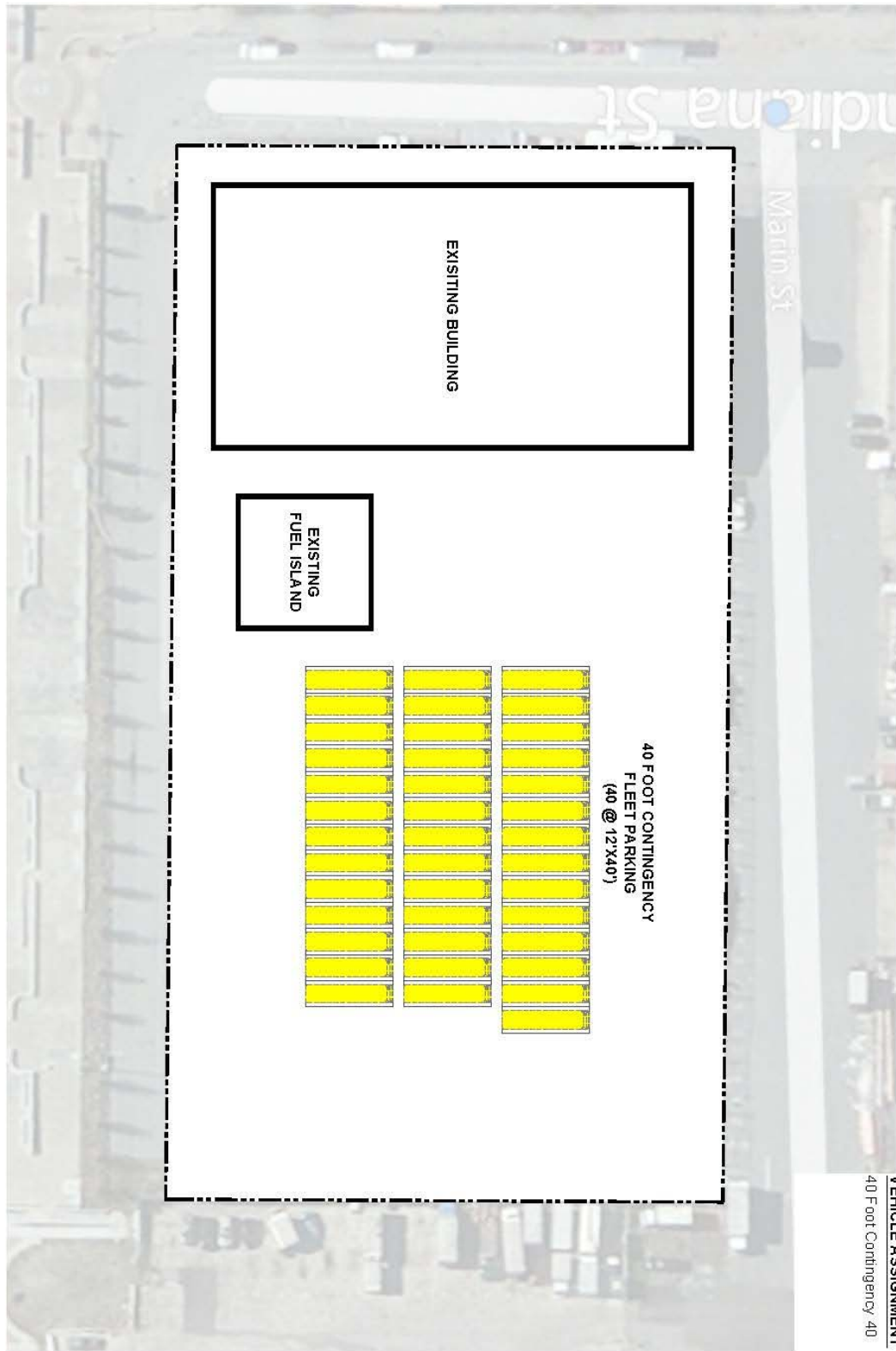
PO.6 (Site Plan 2029-2030)

PO.7 (Site Plan 2040)

Kirkland

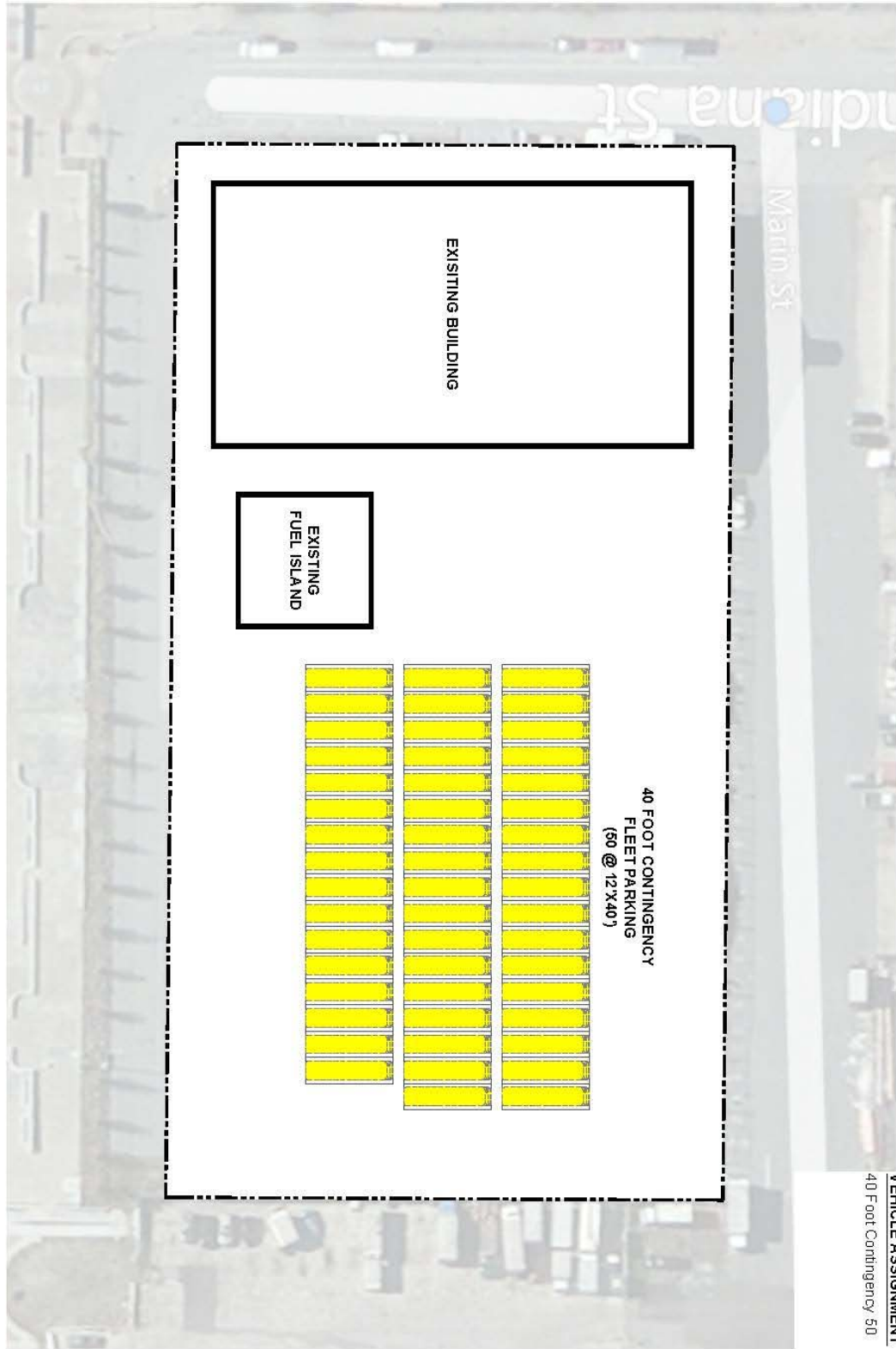
K.1 (Site Plan 2013-2025)

K.2 (Site Plan 2030-2040)



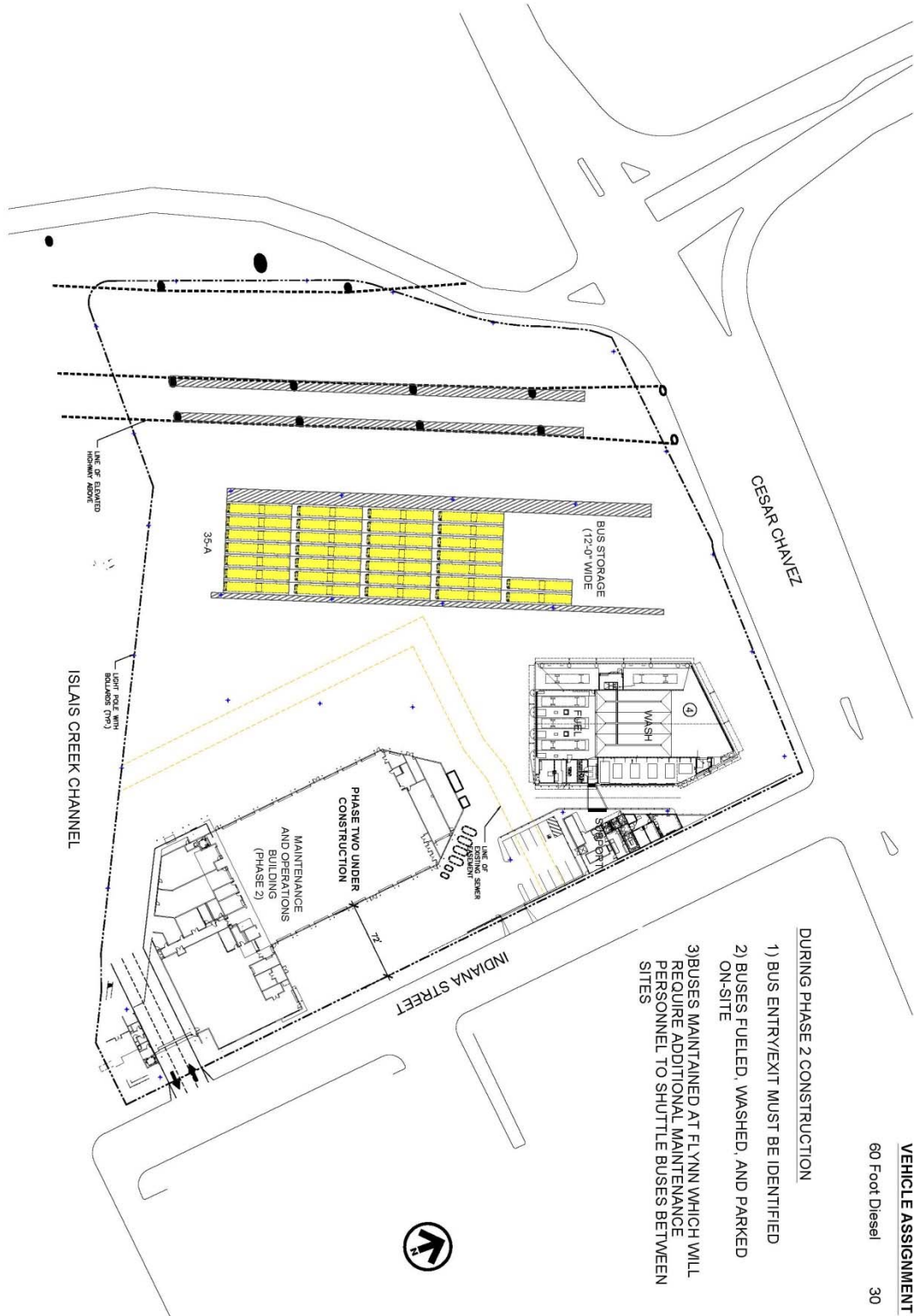
VEHICLE ASSIGNMENT
 40 Foot Contingency 40

DRAWING NUMBER M.1	DRAWING TITLE MARIN SITE PLAN 2013-2014		PROJECT TITLE SFMTA REAL ESTATE & FACILITIES VISION FOR THE 21ST CENTURY	PROJECT NO. 13322FF DRAWN BY IIII DATE 02/24/2014 SCALE 1"=50'
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VEHICLE ASSIGNMENT
 40 Foot Contingency: 50

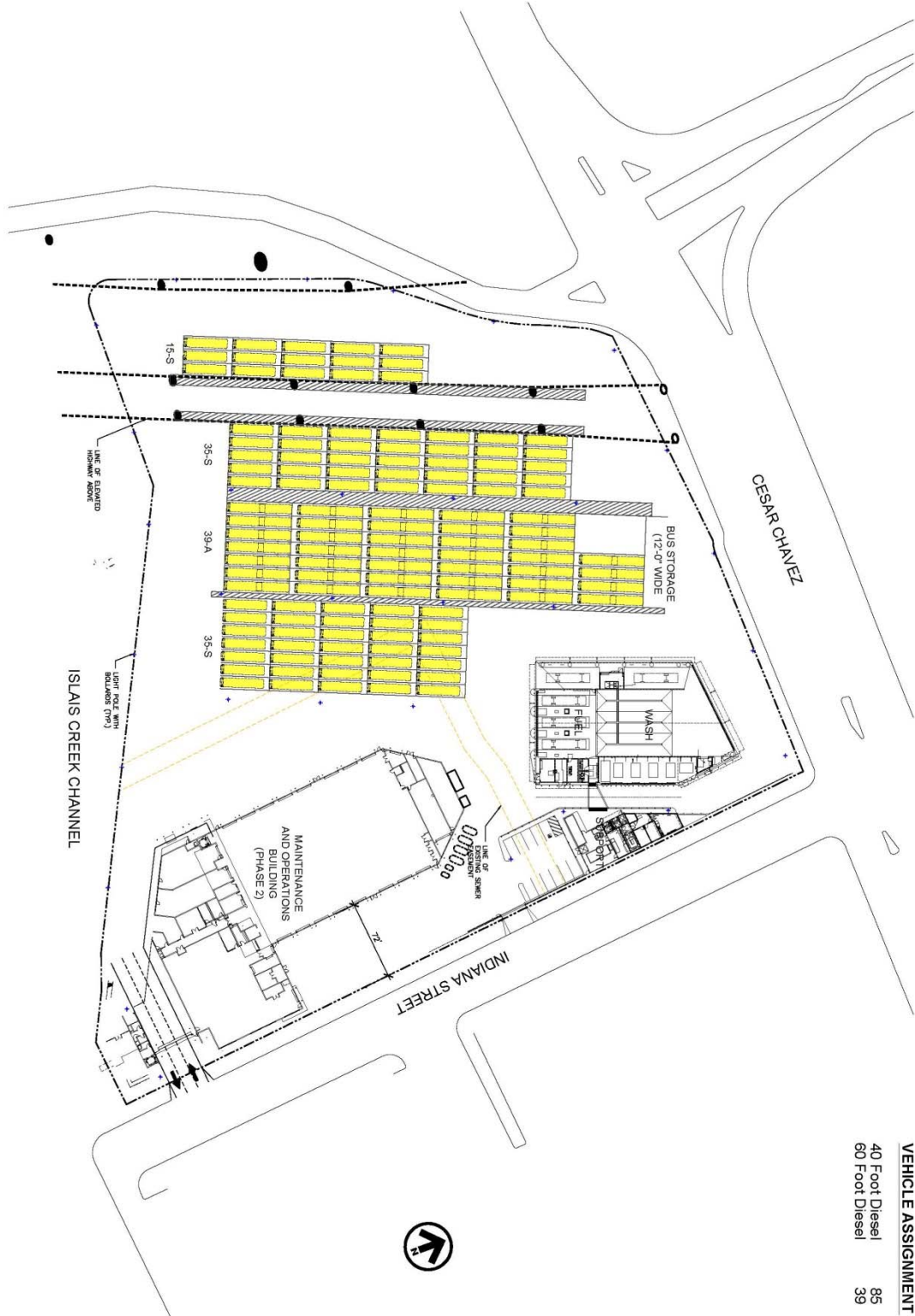
DRAWING NUMBER M.2	DRAWING TITLE MARIN SITE PLAN 2015-2020		PROJECT TITLE SFMTA REAL ESTATE & FACILITIES VISION FOR THE 21ST CENTURY	PROJECT NO. 13322FF DRAWN BY IIII DATE 02/24/2014 SCALE 1"=50'
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- DURING PHASE 2 CONSTRUCTION**
- 1) BUS ENTRY/EXIT MUST BE IDENTIFIED
 - 2) BUSES FUELED, WASHED, AND PARKED ON-SITE
 - 3) BUSES MAINTAINED AT FLYNN WHICH WILL REQUIRE ADDITIONAL MAINTENANCE PERSONNEL TO SHUTTLE BUSES BETWEEN SITES

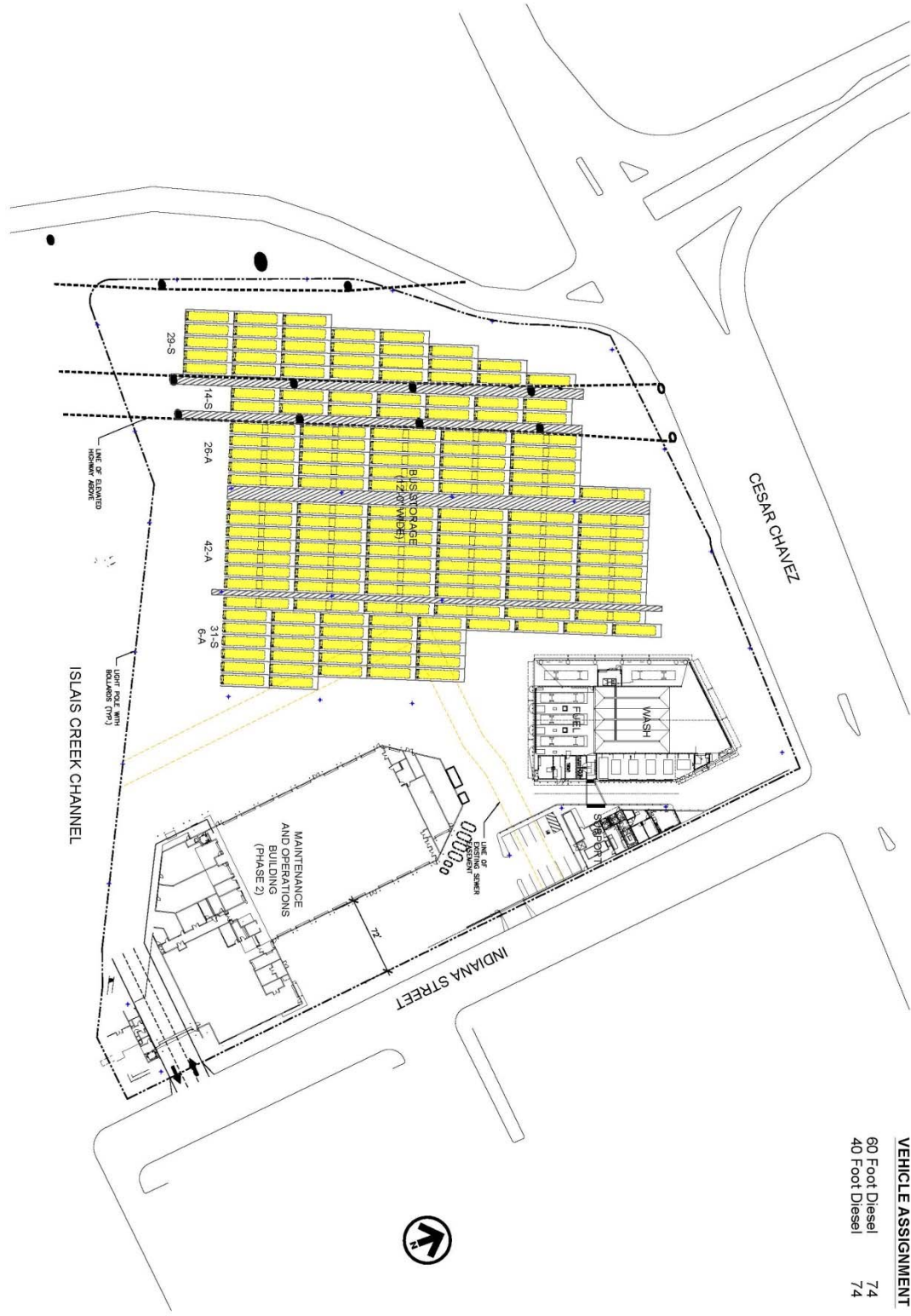
VEHICLE ASSIGNMENT
 60 Foot Diesel 30

DRAWING NUMBER IC.1	DRAWING TITLE ISLAIS CREEK SITE PLAN 2015-2016	PARSONS BRINCKERHOFF 300 2ND STREET SUITE 700 NORTH SAN FRANCISCO, CA 94107 TEL: (415) 363-0000 FAX: (415) 363-0001	THIS DRAWING IS CONCEPTUAL IN NATURE AND INTENDED FOR INTERNAL SFMTA REVIEW ONLY	PROJECT TITLE SFMTA REAL ESTATE & FACILITIES VISION FOR THE 21ST CENTURY	PROJECT NO. 13322FF DRAWN BY ASI DATE 02/24/2014 SCALE 1" = 80'-0"
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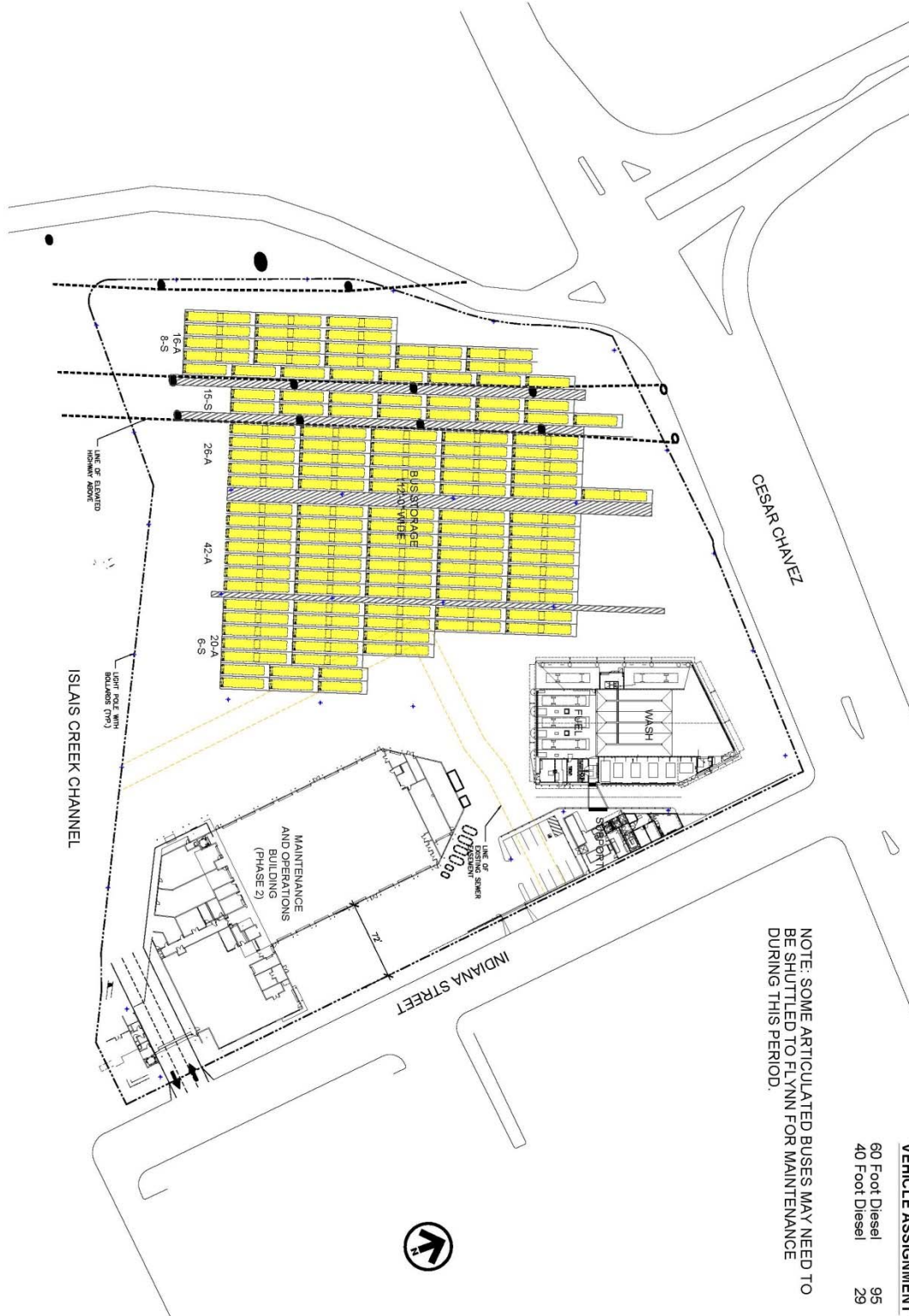
DRAWING NUMBER IC.2	DRAWING TITLE ISLAIS CREEK SITE PLAN 2017	PARSONS BRINCKERHOFF <small>300 2ND STREET SUITE 700 NORTH SAN FRANCISCO, CA 94107 TEL: (415) 362-0000 FAX: (415) 362-0001</small>	<small>THIS DRAWING IS CONCEPTUAL IN NATURE AND INTENDED FOR INTERNAL SFMTA REVIEW ONLY.</small>	PROJECT TITLE SFMTA REAL ESTATE & FACILITIES VISION FOR THE 21ST CENTURY	PROJECT NO. 13322FF DRAWN BY ASI DATE 02/24/2014 SCALE 1" = 80'-0"
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Vision Refinement for Coach Facilities**



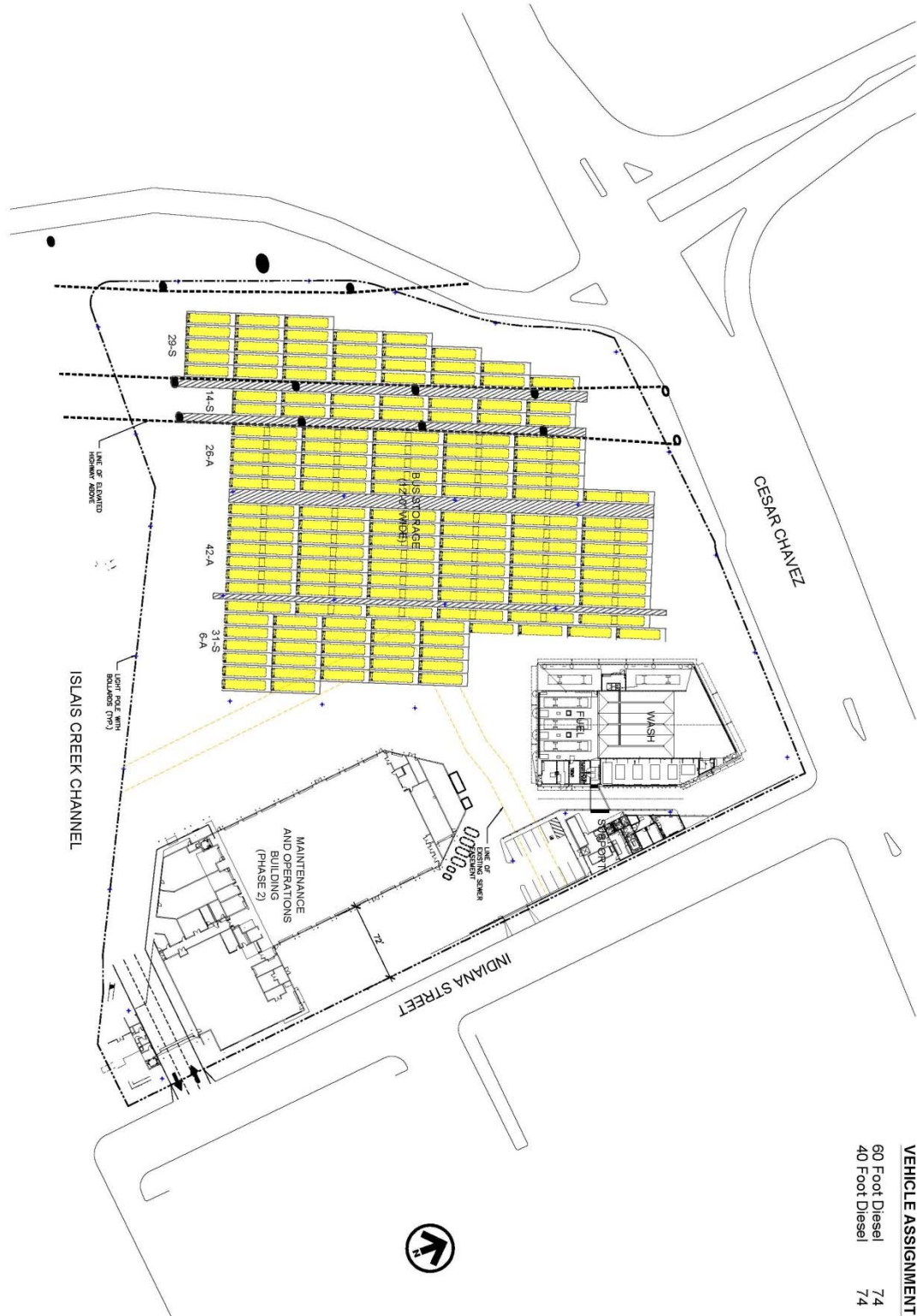
DRAWING NUMBER IC.3	DRAWING TITLE ISLAIS CREEK SITE PLAN 2018	PARSONS BRINCKERHOFF 300 2ND STREET SUITE 700 NORTH SAN FRANCISCO, CA 94107 TEL: (415) 363-0000 FAX: (415) 363-0001	THIS DRAWING IS CONCEPTUAL IN NATURE AND INTENDED FOR INTERNAL SFMTA REVIEW ONLY.	PROJECT TITLE SFMTA REAL ESTATE & FACILITIES VISION FOR THE 21ST CENTURY	PROJECT NO. 13322FF DRAWN BY ASI DATE 02/24/2014 SCALE 1" = 80'-0"
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DRAWING NUMBER IC.4	DRAWING TITLE ISLAIS CREEK SITE PLAN 2019-2020	PARSONS BRINCKERHOFF <small>300 2ND STREET SUITE 700 NORTH SAN FRANCISCO, CA 94107 TEL: (415) 363-0000 FAX: (415) 363-0001</small>	THIS DRAWING IS CONCEPTUAL IN NATURE AND INTENDED FOR INTERNAL SFMTA REVIEW ONLY.	PROJECT TITLE SFMTA REAL ESTATE & FACILITIES VISION FOR THE 21ST CENTURY	PROJECT NO. 13322FF DRAWN BY ASI DATE 02/24/2014 SCALE 1" = 80'-0"
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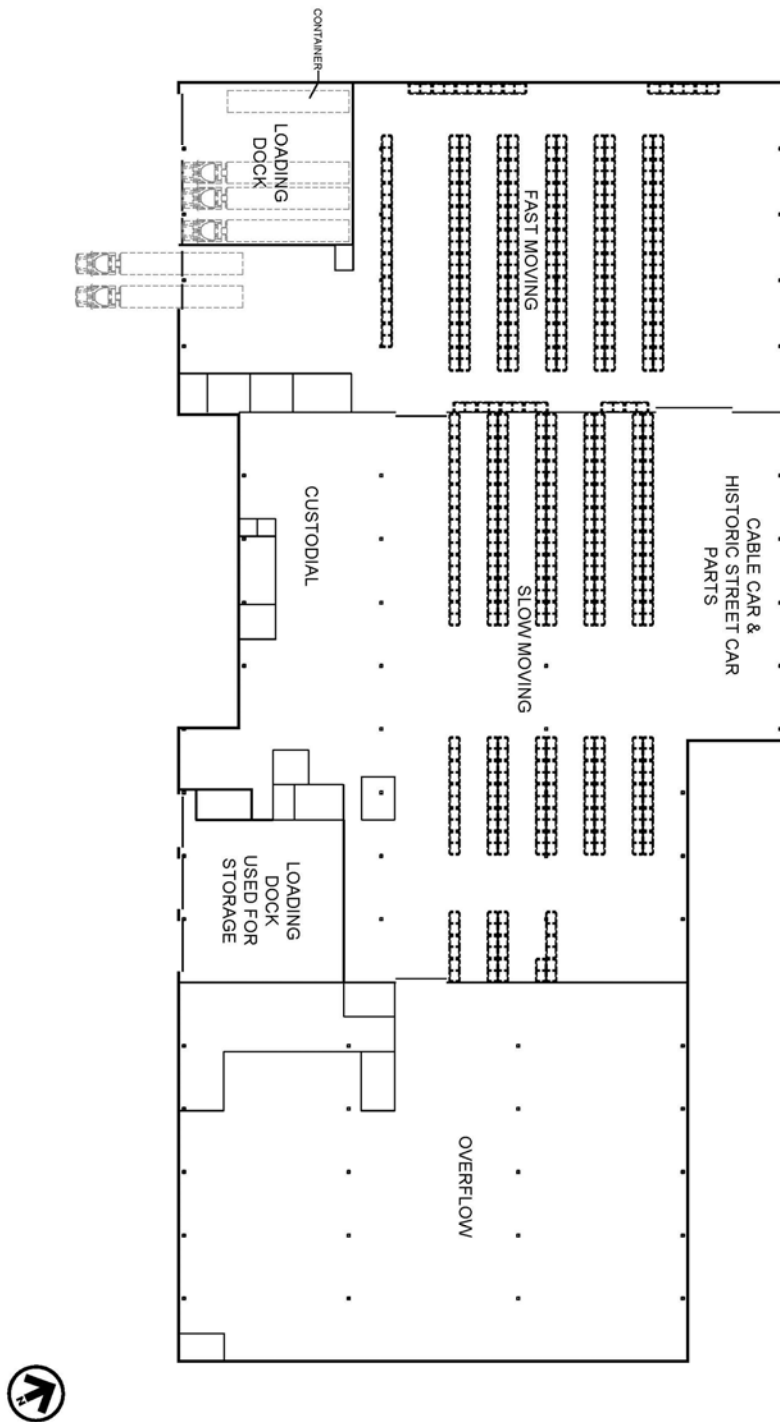
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Vision Refinement for Coach Facilities**



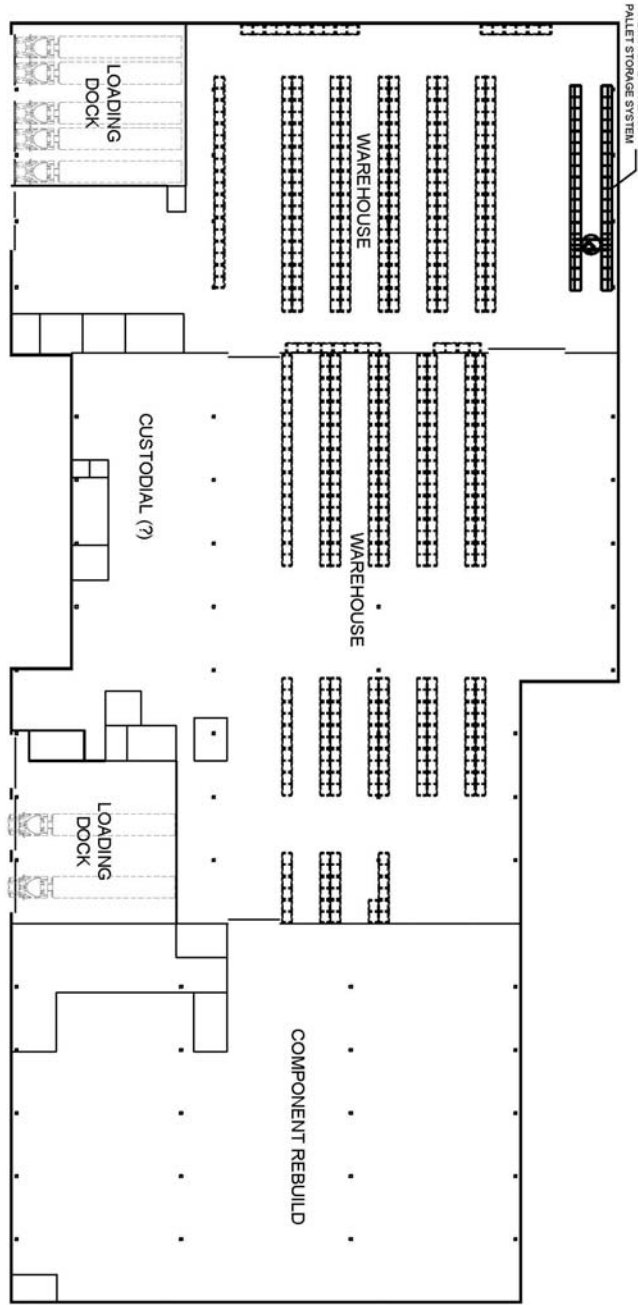
VEHICLE ASSIGNMENT

60 Foot Diesel	74
40 Foot Diesel	74

DRAWING NUMBER IC.5	DRAWING TITLE ISLAIS CREEK SITE PLAN 2025-2040	PARSONS BRINCKERHOFF 300 2ND STREET SUITE 700 NORTH SAN FRANCISCO, CA 94107 TEL: (415) 363-0000 FAX: (415) 363-0001	THIS DRAWING IS CONCEPTUAL IN NATURE AND INTENDED FOR INTERNAL SFMTA REVIEW ONLY.	PROJECT TITLE SFMTA REAL ESTATE & FACILITIES VISION FOR THE 21ST CENTURY	PROJECT NO. 13322FF DRAWN BY ASI DATE 02/24/2014 SCALE 1" = 80'-0"
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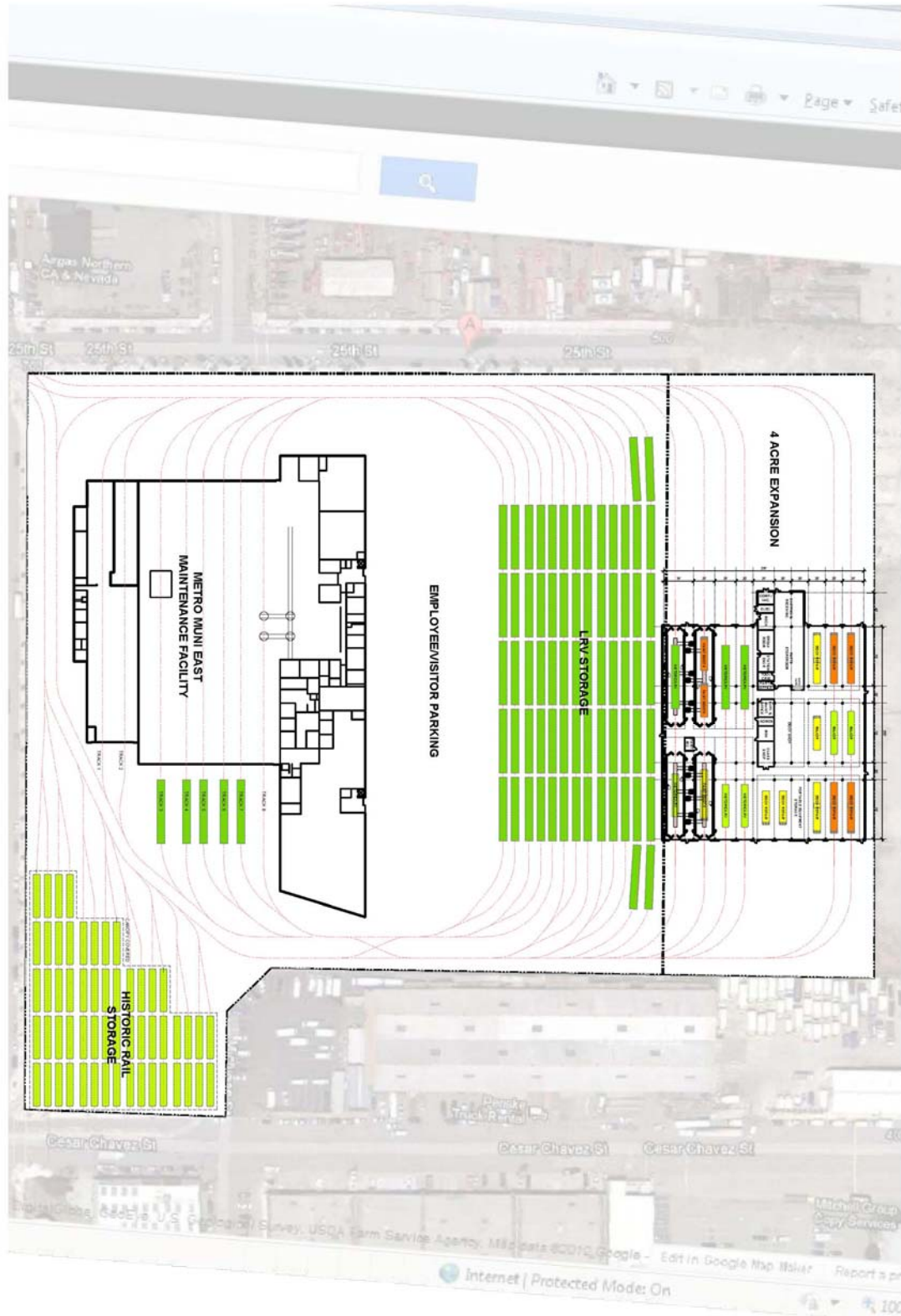


DRAWING NUMBER B.1	DRAWING TITLE BURKE FLOOR PLAN EXISTING	 300 2ND STREET SUITE 700 NORTH SAN FRANCISCO, CA 94107 TEL: (415) 362-0000 FAX: (415) 362-0001	THIS DRAWING IS CONCEPTUAL IN NATURE AND INTENDED FOR INTERNAL SFMTA REVIEW ONLY	PROJECT TITLE SFMTA REAL ESTATE & FACILITIES VISION FOR THE 21ST CENTURY	PROJECT NO. 13322FF DRAWN BY MM DATE 02/24/014 SCALE 1" = 40'-0"
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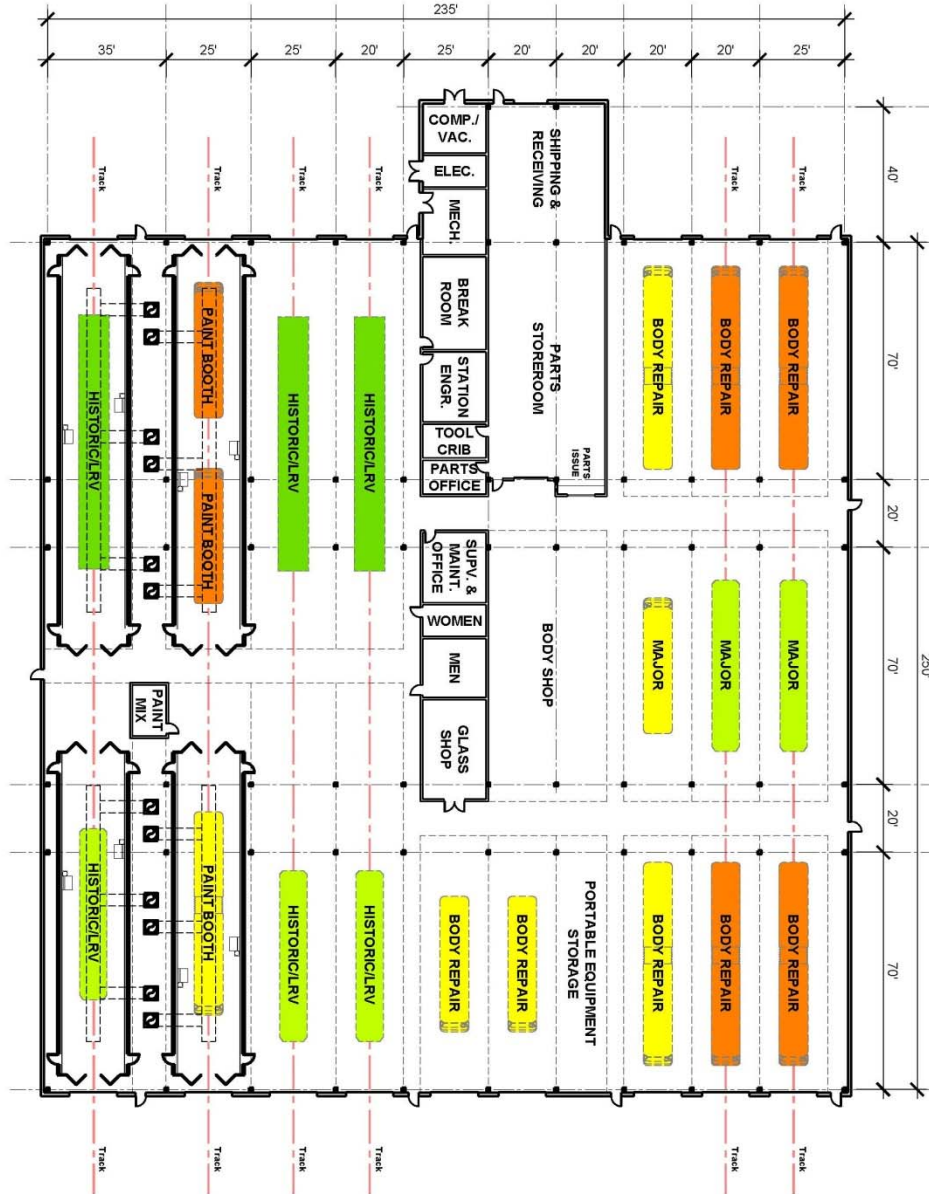
DRAWING NUMBER B.2	DRAWING TITLE BURKE FLOOR PLAN ULTIMATE	PARSONS BRINCKERHOFF <small>300 2ND STREET SUITE 700 BOWEN SAN FRANCISCO, CA 94107 TEL: (415) 363-0800 FAX: (415) 363-0801</small>	THIS DRAWING IS CONCEPTUAL IN NATURE AND INTENDED FOR INTERNAL SFMTA REVIEW ONLY.	PROJECT TITLE SFMTA REAL ESTATE & FACILITIES VISION FOR THE 21ST CENTURY	PROJECT NO. 13322FF
				DRAWN BY MM	DATE 02/24/2014

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Vision Refinement for Coach Facilities**

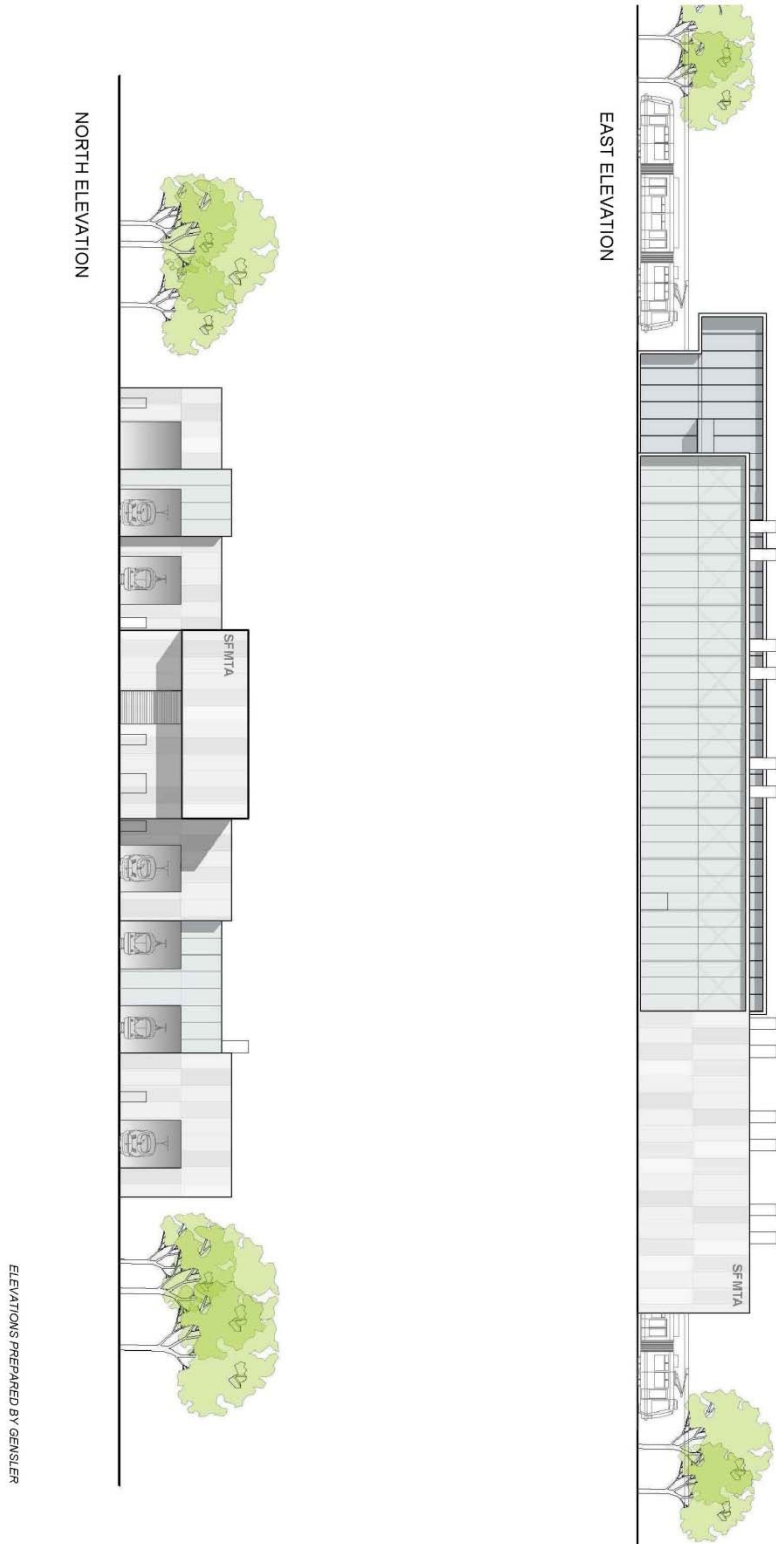


DRAWING NUMBER BR.1	DRAWING TITLE CENTRAL BODY SITE PLAN ULTIMATE	 16200 PARK TEN PLACE SUITE 400 HOUSTON, TEXAS 77064 TEL: (281) 598-7322 FAX: (281) 598-7388	PROJECT TITLE SFMTA REAL ESTATE & FACILITIES VISION FOR THE 21ST CENTURY	PROJECT NO. 13022FF DRAWN BY MM DATE 02/24/04 SCALE 1"=100'-0"
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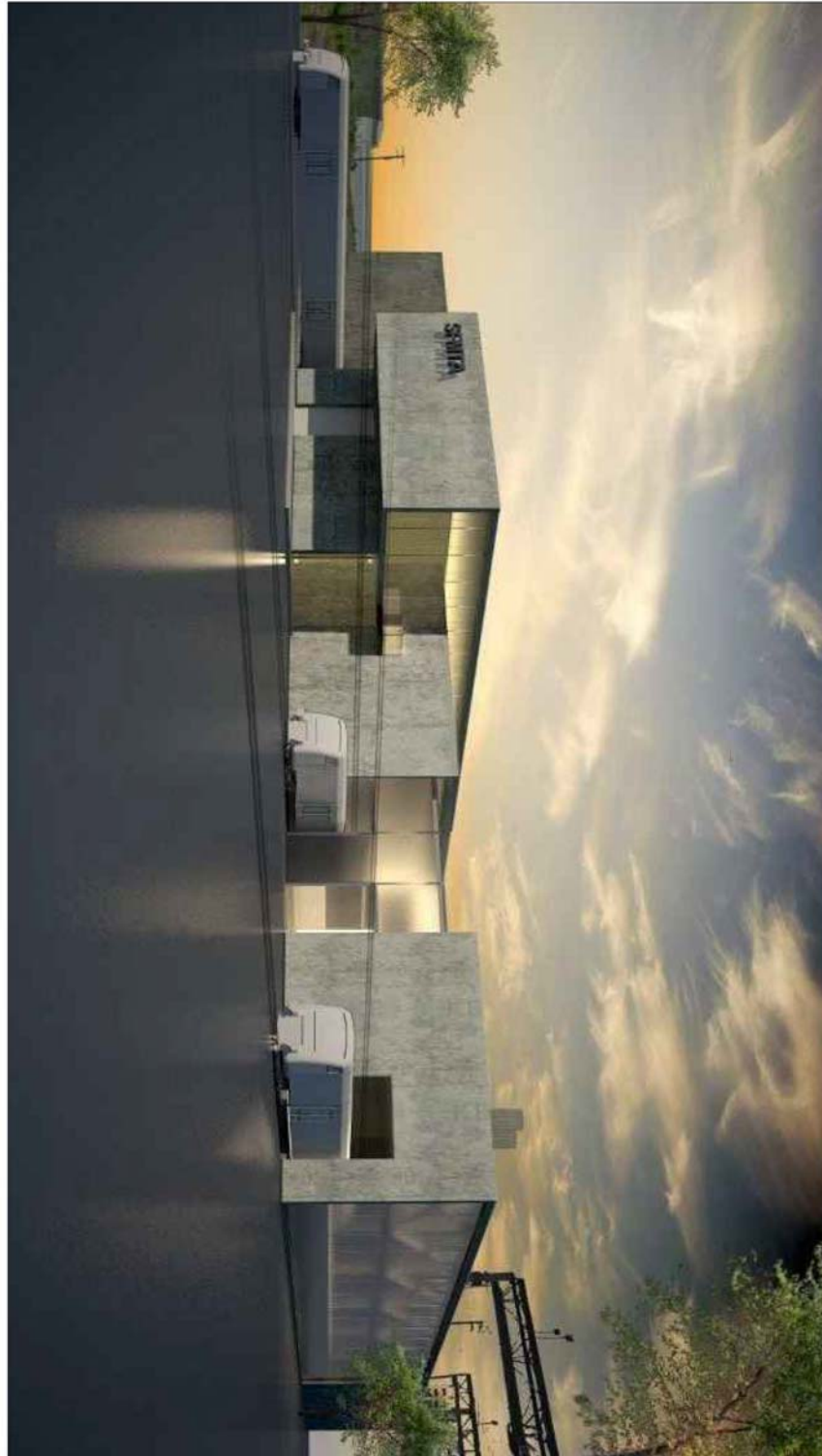
**Addendum to SFMTA Real Estate and Facilities Vision for the 21st Century
Vision Refinement for Coach Facilities**



DRAWING NUMBER BR.2	DRAWING TITLE CENTRAL BODY PROPOSED BODY REPAIR & PAINT	 PARSONS BRINCKERHOFF <small>16288 PARK TEN PLACE SUITE 400 HOUSTON, TEXAS 77064 TEL: (281) 608-7222 FAX: (281) 608-7282</small>	PROJECT TITLE SFMTA REAL ESTATE & FACILITIES VISION FOR THE 21ST CENTURY	PROJECT NO. 13322FF
				DRAWN BY MM
				DATE 02/24/2014
				SCALE 1"=30'-0"



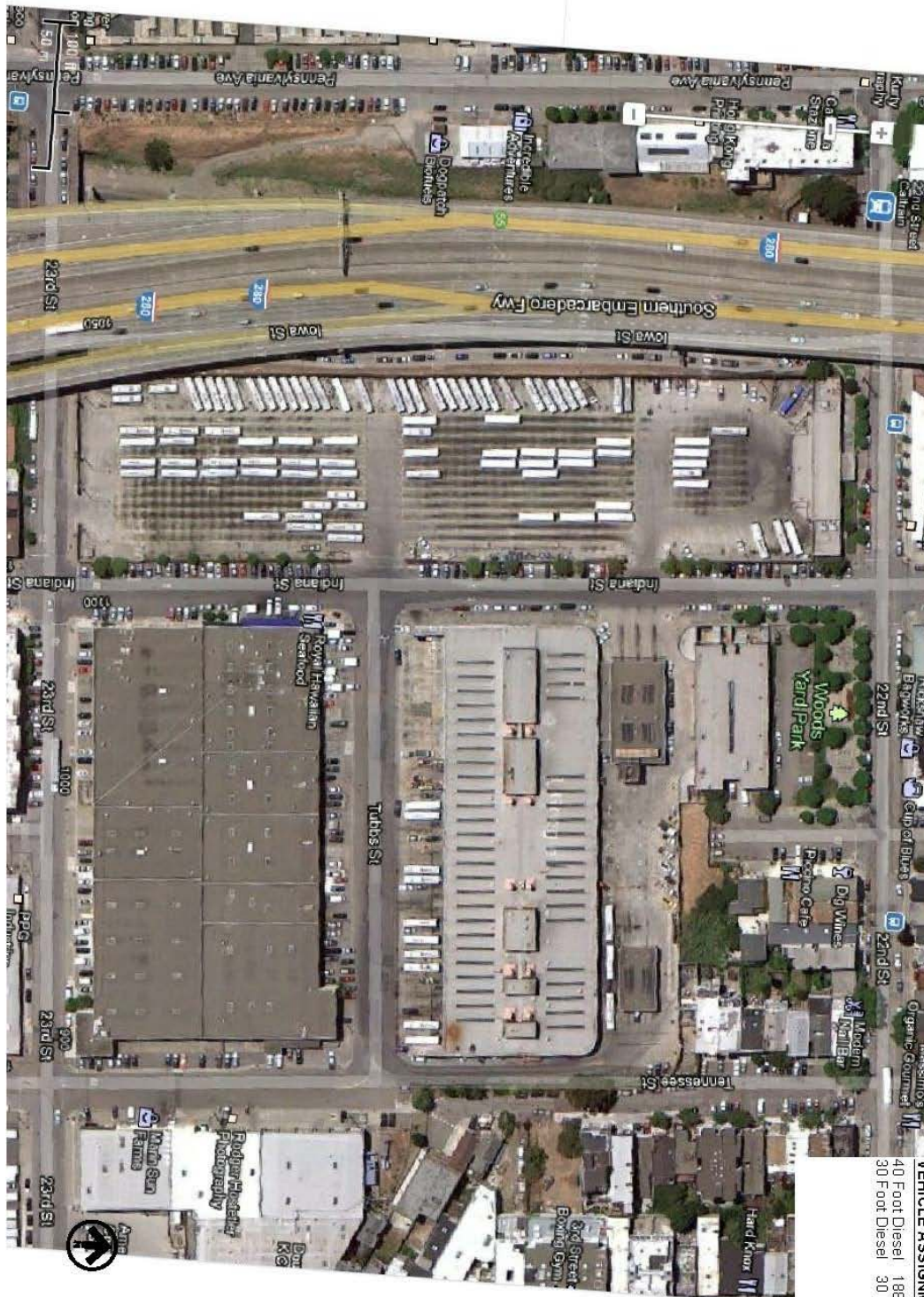
DRAWING NUMBER BR.3	DRAWING TITLE CENTRAL BODY ELEVATIONS	PARSONS BRINCKERHOFF <small>340 2ND STREET SUITE 700 NORTH SAN FRANCISCO, CA 94107 TEL: (415) 243-0000 FAX: (415) 243-0001</small>	THIS DRAWING IS CONCEPTUAL IN NATURE AND INTENDED FOR INTERNAL SFMTA REVIEW ONLY	PROJECT TITLE SFMTA REAL ESTATE & FACILITIES VISION FOR THE 21ST CENTURY	PROJECT NO. 13322FF
					DRAWN BY
					DATE 02/24/2014
					SCALE NTS



RENDERING PREPARED BY GENSLER

DRAWING NUMBER BR.4	DRAWING TITLE CENTRAL BODY RENDERING	PARSONS BRINCKERHOFF <small>300 2ND STREET SUITE 700 NORTH SAN FRANCISCO, CA 94107 TEL: (415) 362-0000 FAX: (415) 363-0001</small>	THIS DRAWING IS CONCEPTUAL IN NATURE AND INTENDED FOR INTERNAL SFMTA REVIEW ONLY	PROJECT TITLE	PROJECT NO.
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				DATE	02/24/2014
				SCALE	NTS

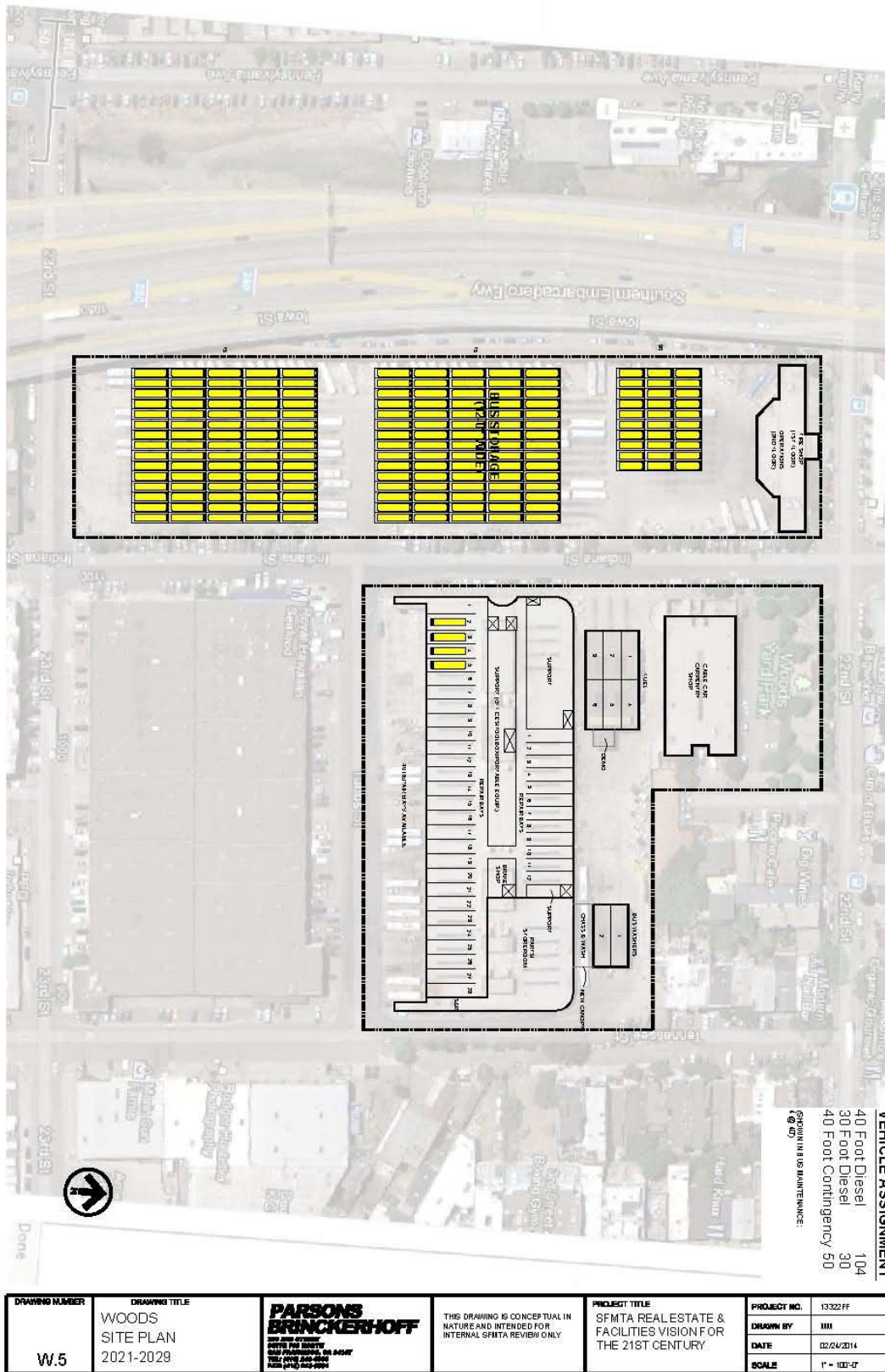
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Vision Refinement for Coach Facilities**

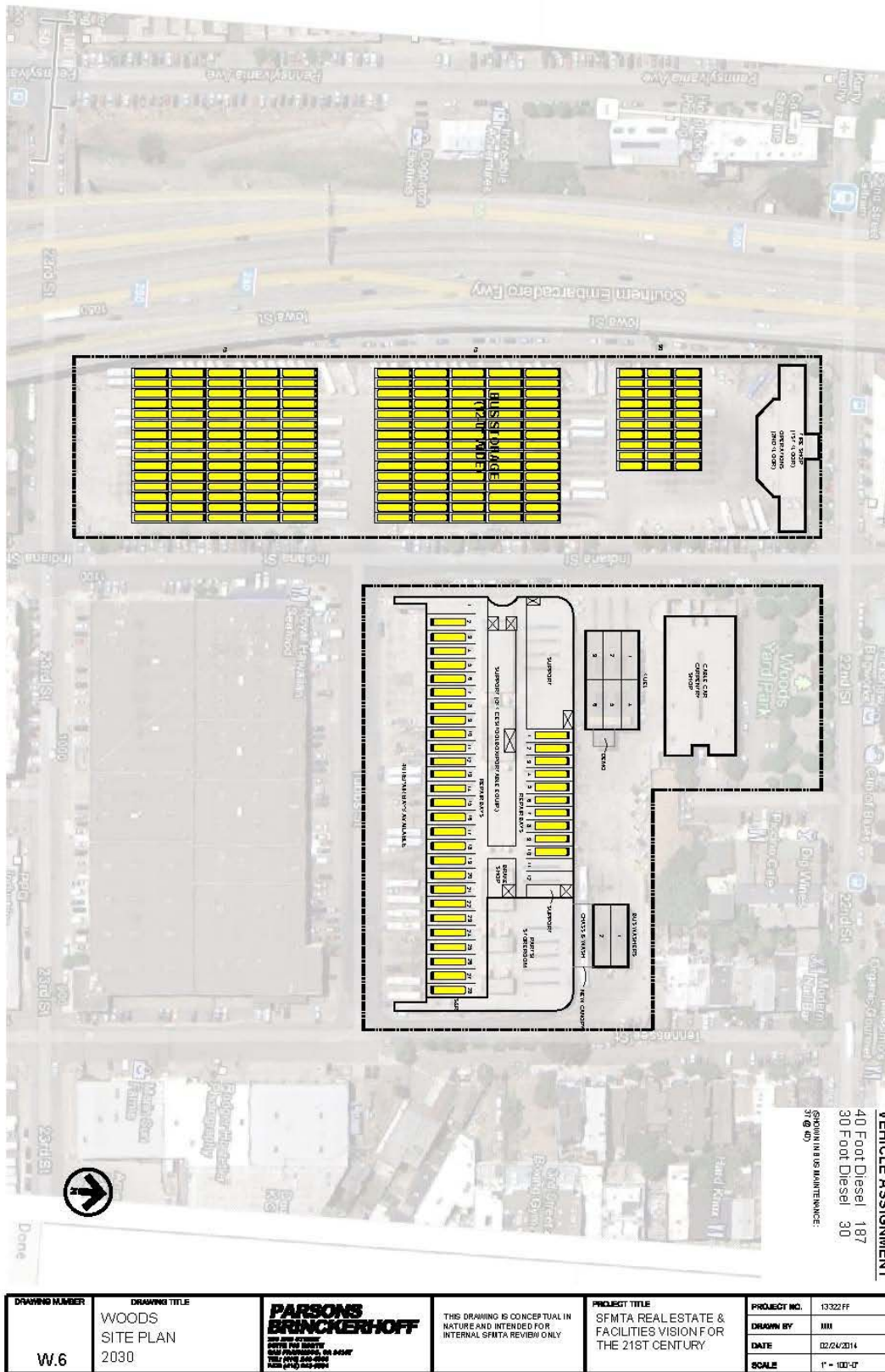


VEHICLE ASSIGNMENT
 40 Foot Diesel 188
 30 Foot Diesel 30

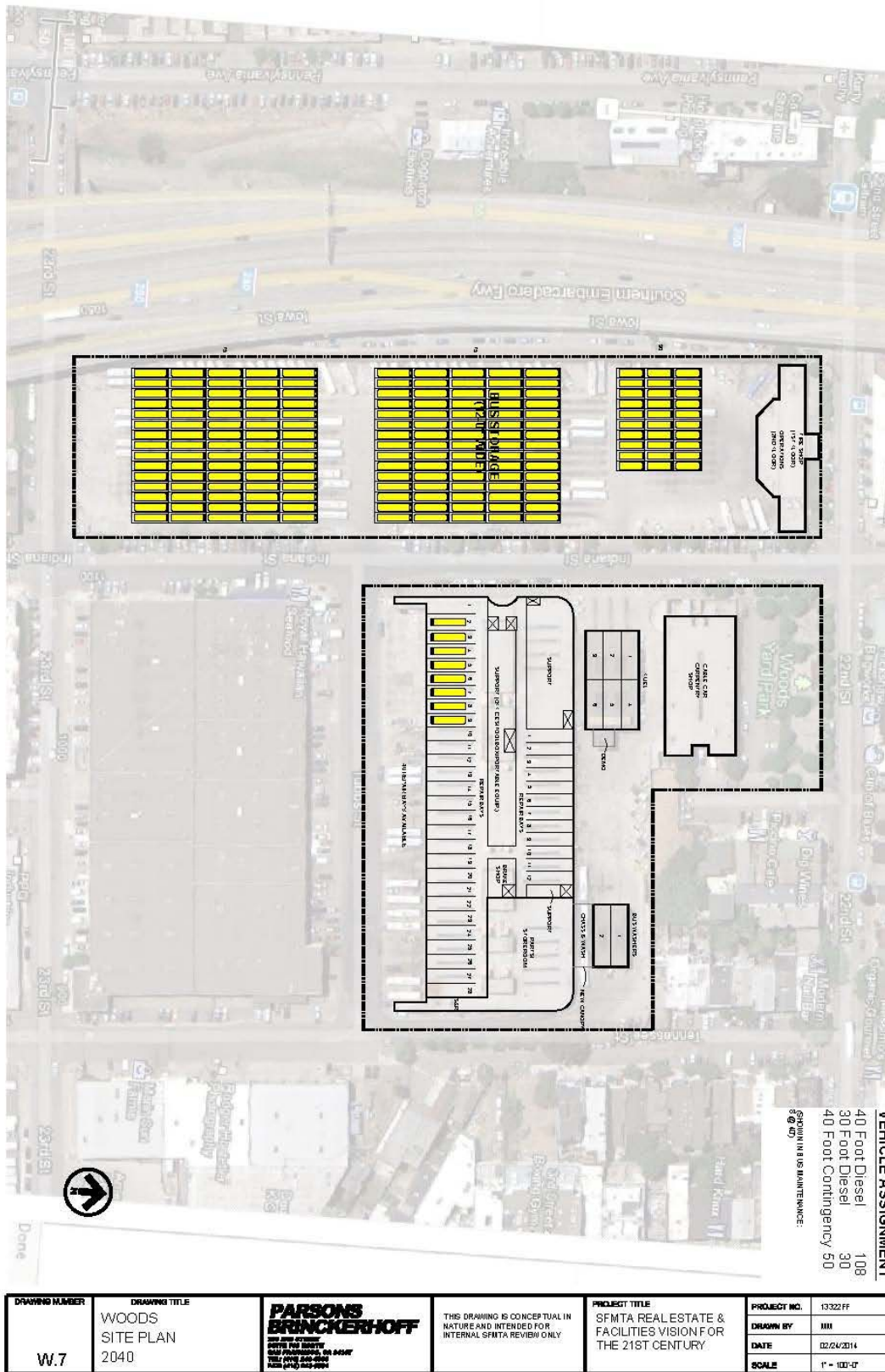
DRAWING NUMBER W.0	DRAWING TITLE WOODS SITE PLAN EXISTING	PARSONS BRINCKERHOFF <small>300 4500 AVENUE SUITE 500 SAN FRANCISCO, CA 94133 TEL: 415 774 2000 WWW.PARSONSBRINCKERHOFF.COM</small>	THIS DRAWING IS CONCEPTUAL IN NATURE AND INTENDED FOR INTERNAL SFMTA REVIEW ONLY.	PROJECT TITLE SFMTA REAL ESTATE & FACILITIES VISION FOR THE 21ST CENTURY.	PROJECT NO. 13322 FF DRAWN BY III DATE 02/24/2014 SCALE 1" = 100'-0"
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**Addendum to SFMTA Real Estate and Facilities Vision for the 21st Century
Vision Refinement for Coach Facilities**





**Addendum to SFMTA Real Estate and Facilities Vision for the 21st Century
Vision Refinement for Coach Facilities**

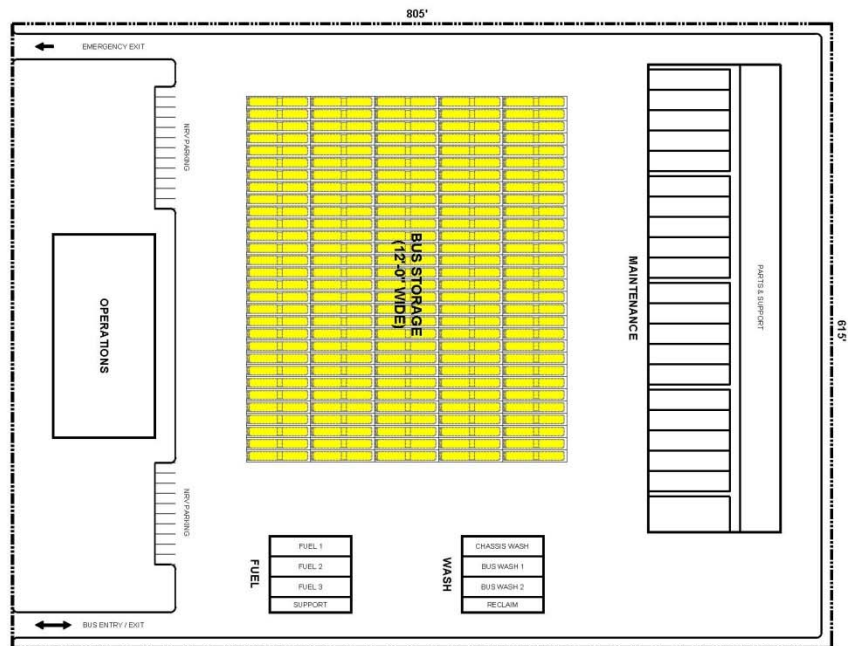


**Addendum to SFMTA Real Estate and Facilities Vision for the 21st Century
Vision Refinement for Coach Facilities**



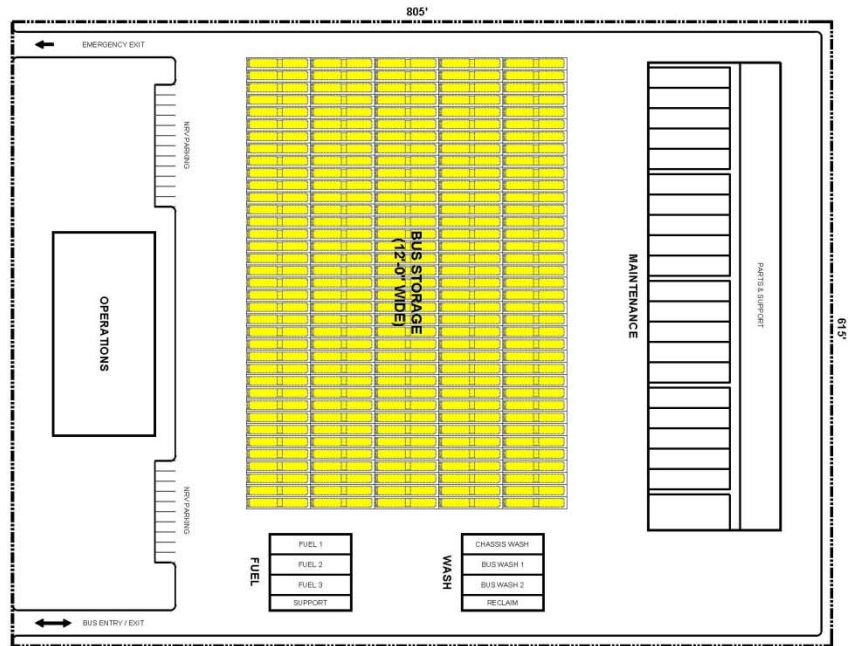
DRAWING NUMBER W.9	DRAWING TITLE WOODS FLOOR PLAN PROPOSED	 PARSONS BRINCKERHOFF <small>1628 PARK TEN PLACE SUITE 400 HOUSTON, TEXAS 77064 TEL: (281) 608-7222 FAX: (281) 608-7282</small>	PROJECT TITLE	PROJECT NO.	13322
				DRAWN BY	MM
				DATE	02/24/2014
				SCALE	1/8" = 1'-0"

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Vision Refinement for Coach Facilities**



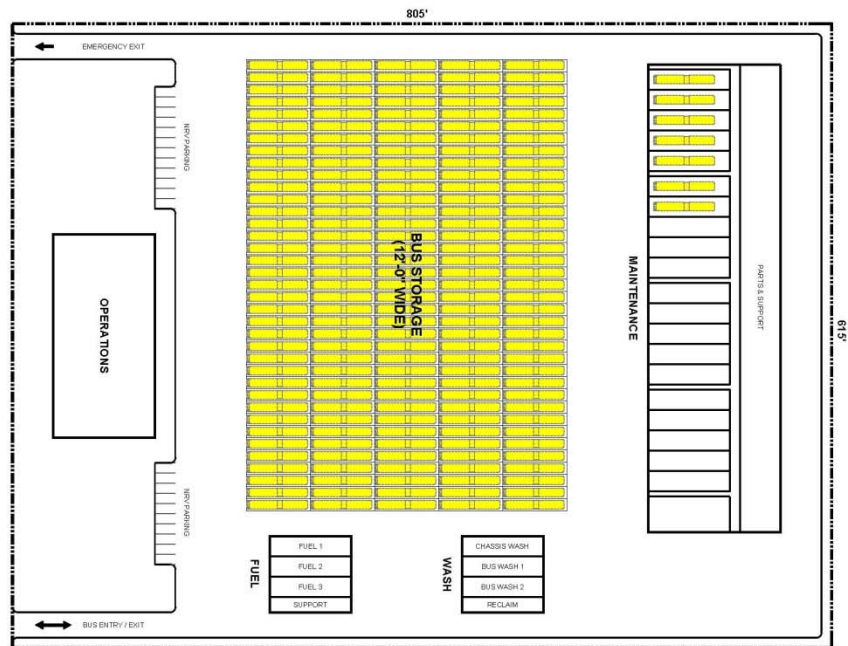
VEHICLE ASSIGNMENT
60 Foot Diesel 150

DRAWING NUMBER X.1	DRAWING TITLE NEW FACILITY SITE PLAN - 2021-2023	PARSONS BRINCKERHOFF <small>16288 PARK TEN PLACE SUITE 400 HOUSTON, TEXAS 77064 TEL: (281) 608-7522 FAX: (281) 608-7525</small>	THIS DRAWING IS CONCEPTUAL IN NATURE AND INTENDED FOR INTERNAL SFMTA REVIEW ONLY	PROJECT TITLE SFMTA REAL ESTATE & FACILITIES VISION FOR THE 21ST CENTURY	PROJECT NO.	13322FF
					DRAWN BY	MM
					DATE	02/24/2014
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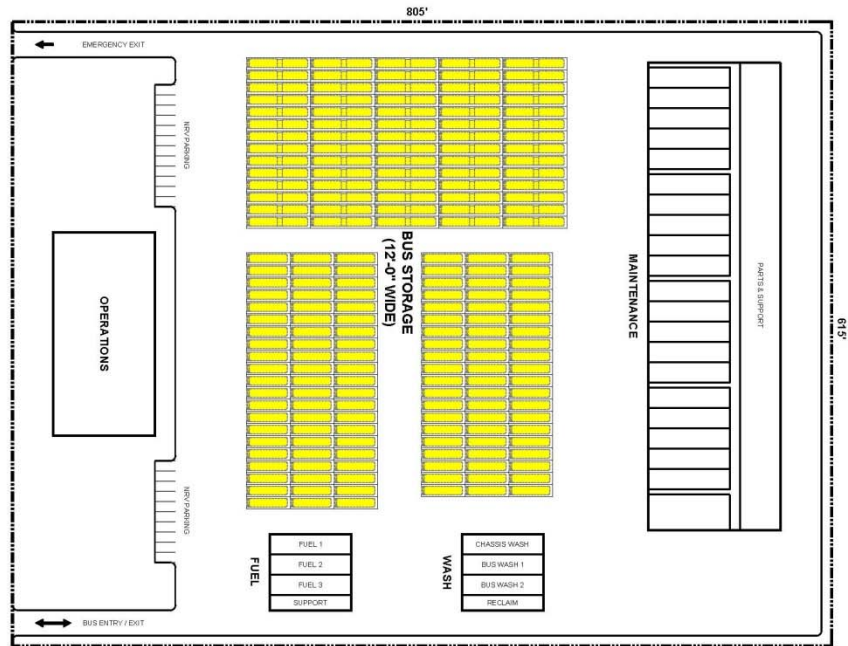
VEHICLE ASSIGNMENT
60 Foot Diesel 185

DRAWING NUMBER X.2	DRAWING TITLE NEW FACILITY SITE PLAN - 2024-2027	PARSONS BRINCKERHOFF 16228 PARK TEN PLACE SUITE 400 HOUSTON, TEXAS 77064 TEL: (281) 608-7522 FAX: (281) 608-7525	THIS DRAWING IS CONCEPTUAL IN NATURE AND INTENDED FOR INTERNAL SFMTA REVIEW ONLY	PROJECT TITLE SFMTA REAL ESTATE & FACILITIES VISION FOR THE 21ST CENTURY	PROJECT NO. 13322FF
					DRAWN BY MM
					DATE 02/24/2014
					SCALE 1"=100'-0"



VEHICLE ASSIGNMENT
 60 Foot Diesel 192
 (SHOW IN BUS MAINTENANCE)
 1/8/07

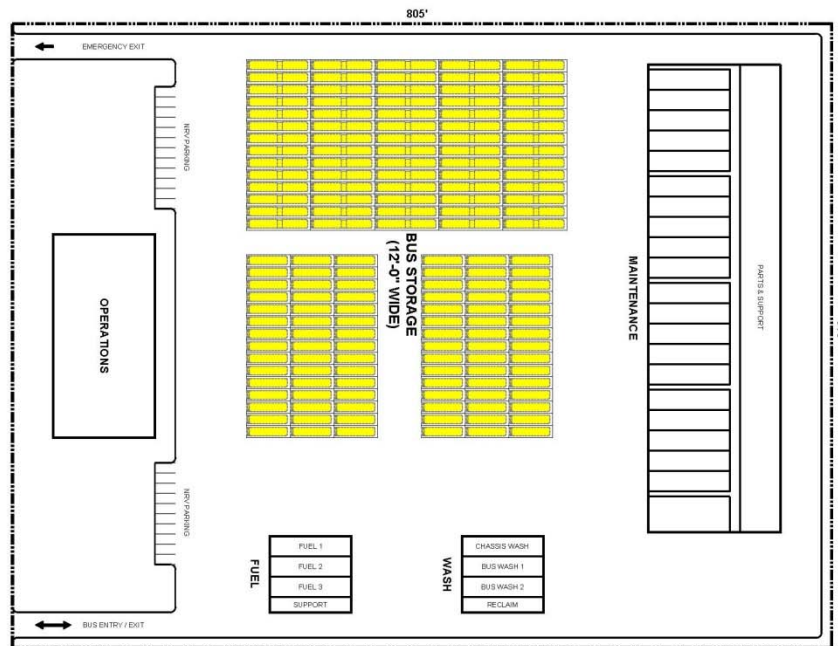
DRAWING NUMBER X.3	DRAWING TITLE NEW FACILITY SITE PLAN - 2028	PARSONS BRINCKERHOFF 16288 PARK TEN PLACE SUITE 400 HOUSTON, TEXAS 77064 TEL: (281) 608-7322 FAX: (281) 608-7322	THIS DRAWING IS CONCEPTUAL IN NATURE AND INTENDED FOR INTERNAL SFMTA REVIEW ONLY	PROJECT TITLE SFMTA REAL ESTATE & FACILITIES VISION FOR THE 21ST CENTURY	PROJECT NO.	13322FF
					DRAWN BY	MM
					DATE	02/24/2014
					SCALE	1"=100'-0"



VEHICLE ASSIGNMENT
 60 Foot Diesel 72
 40 Foot Diesel 123

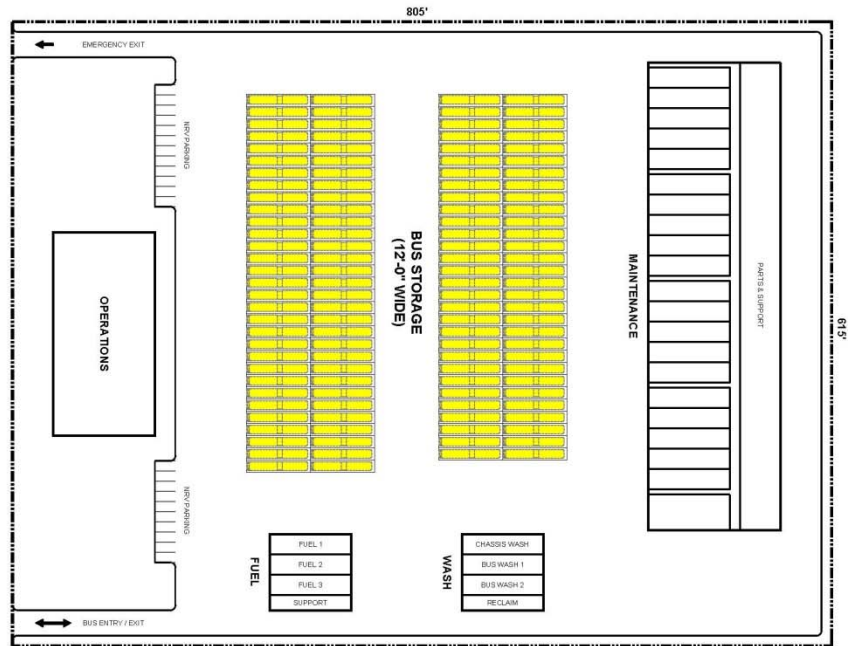
DRAWING NUMBER X.4	DRAWING TITLE NEW FACILITY SITE PLAN - 2029	PARSONS BRINCKERHOFF 16228 PARK TEN PLACE SUITE 400 HOUSTON, TEXAS 77064 TEL: (281) 608-7322 FAX: (281) 608-7322	THIS DRAWING IS CONCEPTUAL IN NATURE AND INTENDED FOR INTERNAL SFMTA REVIEW ONLY	PROJECT TITLE SFMTA REAL ESTATE & FACILITIES VISION FOR THE 21ST CENTURY	PROJECT NO. 13322FF DRAWN BY MM DATE 02/24/2014 SCALE 1"=100'-0"
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**Addendum to SFMTA Real Estate and Facilities Vision for the 21st Century
Vision Refinement for Coach Facilities**



VEHICLE ASSIGNMENT
 60 Foot Diesel 72
 40 Foot Diesel 40
 40 Foot Contingency 50

DRAWING NUMBER X.5	DRAWING TITLE NEW FACILITY SITE PLAN - 2030	PARSONS BRINCKERHOFF 16288 PARK TEN PLACE SUITE 400 HOUSTON, TEXAS 77064 TEL: (281) 608-7322 FAX: (281) 608-7322	THIS DRAWING IS CONCEPTUAL IN NATURE AND INTENDED FOR INTERNAL SFMTA REVIEW ONLY	PROJECT TITLE SFMTA REAL ESTATE & FACILITIES VISION FOR THE 21ST CENTURY	PROJECT NO. 13322FF DRAWN BY MM DATE 02/24/2014 SCALE 1"=100'-0"
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VEHICLE ASSIGNMENT
60 Foot Diesel 122

DRAWING NUMBER X.6	DRAWING TITLE NEW FACILITY SITE PLAN - 2040	PARSONS BRINCKERHOFF <small>16288 PARK TEN PLACE SUITE 400 HOUSTON, TEXAS 77064 TEL: (281) 608-7322 FAX: (281) 608-7322</small>	THIS DRAWING IS CONCEPTUAL IN NATURE AND INTENDED FOR INTERNAL SFMTA REVIEW ONLY	PROJECT TITLE SFMTA REAL ESTATE & FACILITIES VISION FOR THE 21ST CENTURY	PROJECT NO.	13322FF
					DRAWN BY	MM
					DATE	02/24/2014
					SCALE	1"=100'-0"



VEHICLE ASSIGNMENT
 60 Foot Diesel 124

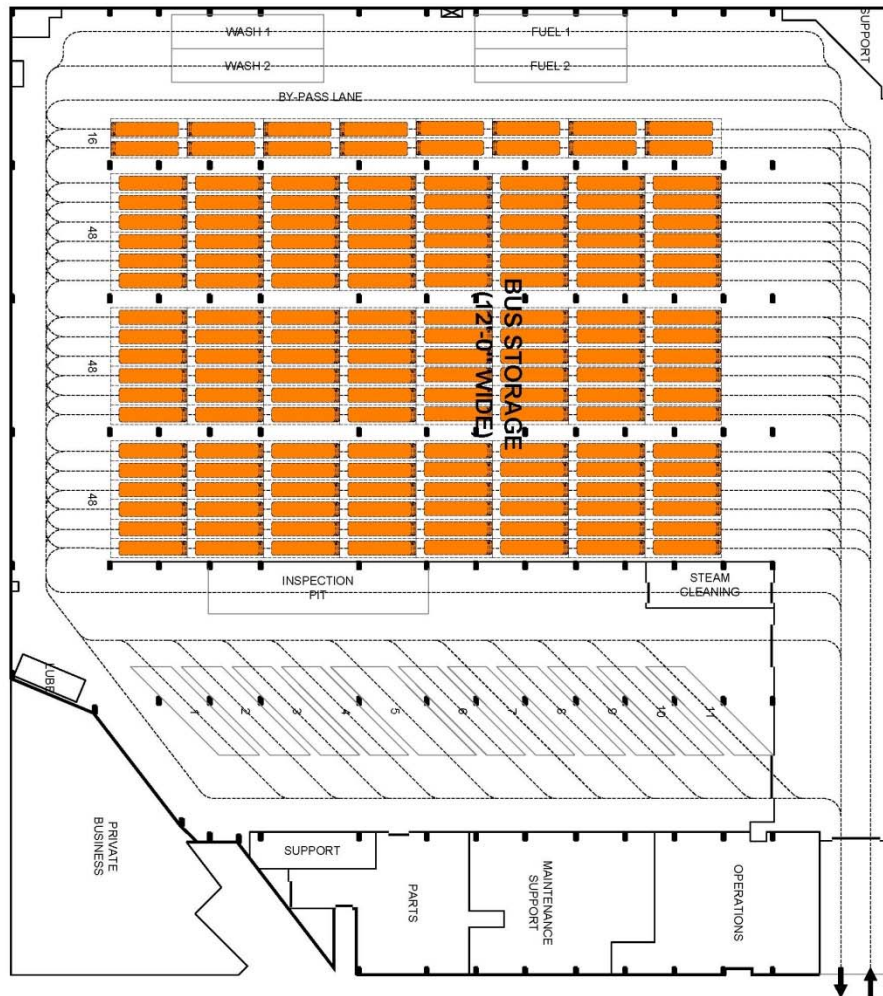


DRAWING NUMBER F.1	DRAWING TITLE FLYNN SITE PLAN 2013-2014	PARSONS BRINCKERHOFF <small>300 2ND STREET SUITE 700 NORTH SAN FRANCISCO, CA 94107 TEL: (415) 362-0000 FAX: (415) 362-0001</small>	THIS DRAWING IS CONCEPTUAL IN NATURE AND INTENDED FOR INTERNAL SFMTA REVIEW ONLY.	PROJECT TITLE SFMTA REAL ESTATE & FACILITIES VISION FOR THE 21ST CENTURY	PROJECT NO. 13322FF
				DRAWN BY MM	
				DATE 02/24/2014	
				SCALE 1" = 60'-0"	



VEHICLE ASSIGNMENT
 60 Foot Diesel 129
(SHOWN IN BUS STORAGE 123 @ 80)

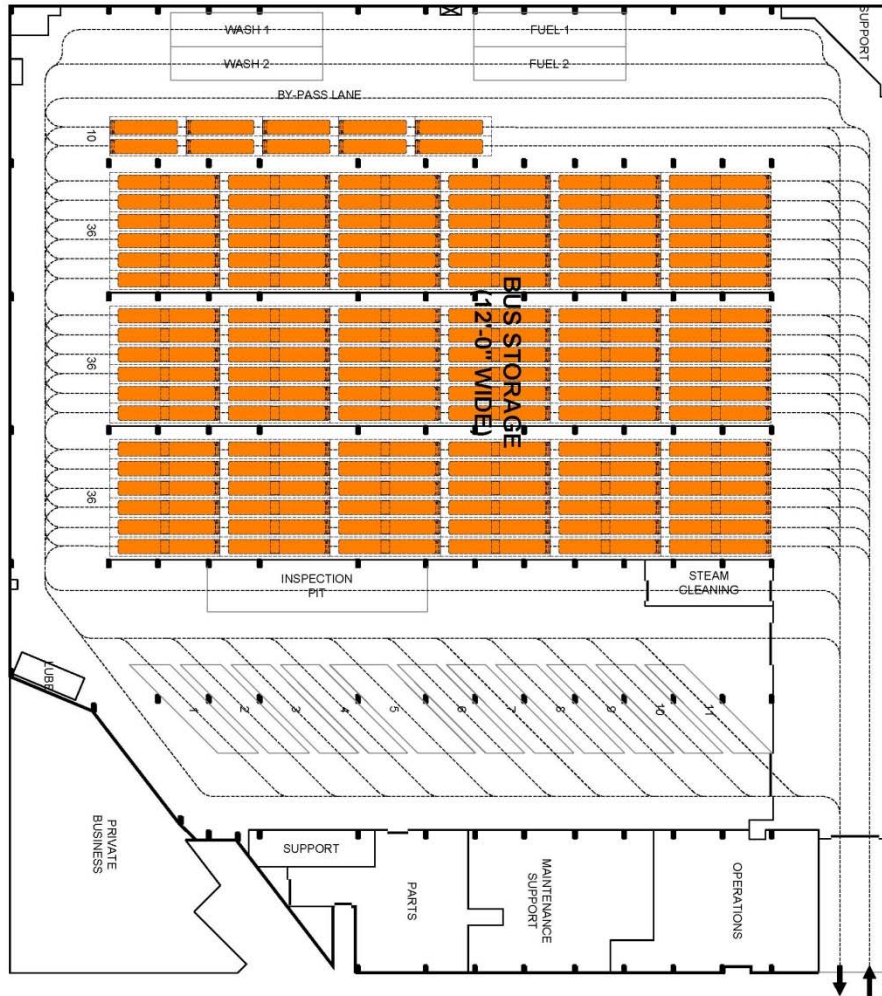
DRAWING NUMBER F.2	DRAWING TITLE FLYNN SITE PLAN 2015, 2016, 2019, 2020	 <small>300 2ND STREET SUITE 700 NORTH SAN FRANCISCO, CA 94107 TEL: (415) 363-0000 FAX: (415) 363-0001</small>	THIS DRAWING IS CONCEPTUAL IN NATURE AND INTENDED FOR INTERNAL SFMTA REVIEW ONLY.	PROJECT TITLE SFMTA REAL ESTATE & FACILITIES VISION FOR THE 21ST CENTURY	PROJECT NO.	13322FF
					DRAWN BY	MM
					DATE	02/24/2014
					SCALE	1" = 60'-0"



VEHICLE ASSIGNMENT
 40 Foot ETB 165
 (SHOWN IN BUS STORAGE
 AND @ 90°)
 WHILE PRESIDIO IS
 RECONSTRUCTED



DRAWING NUMBER F.3	DRAWING TITLE FLYNN SITE PLAN 2020	PARSONS BRINCKERHOFF <small>300 2ND STREET SUITE 700 NORTH SAN FRANCISCO, CA 94107 TEL: (415) 363-0000 FAX: (415) 363-0001</small>	THIS DRAWING IS CONCEPTUAL IN NATURE AND INTENDED FOR INTERNAL SFMTA REVIEW ONLY.	PROJECT TITLE SFMTA REAL ESTATE & FACILITIES VISION FOR THE 21ST CENTURY	PROJECT NO. 13322FF
					DRAWN BY MM
					DATE 02/24/2014
					SCALE 1" = 60'-0"



VEHICLE ASSIGNMENT
 40 Foot ETB 10
 60 Foot ETB 105
WHILE POTRERO IS RECONSTRUCTED



DRAWING NUMBER F.4	DRAWING TITLE FLYNN SITE PLAN 2025	PARSONS BRINCKERHOFF 300 2ND STREET SUITE 700 NORTH SAN FRANCISCO, CA 94107 TEL: (415) 363-0000 FAX: (415) 363-0001	THIS DRAWING IS CONCEPTUAL IN NATURE AND INTENDED FOR INTERNAL SFMTA REVIEW ONLY.	PROJECT TITLE SFMTA REAL ESTATE & FACILITIES VISION FOR THE 21ST CENTURY	PROJECT NO. 13322FF DRAWN BY MM DATE 02/24/2014 SCALE 1" = 60'-0"
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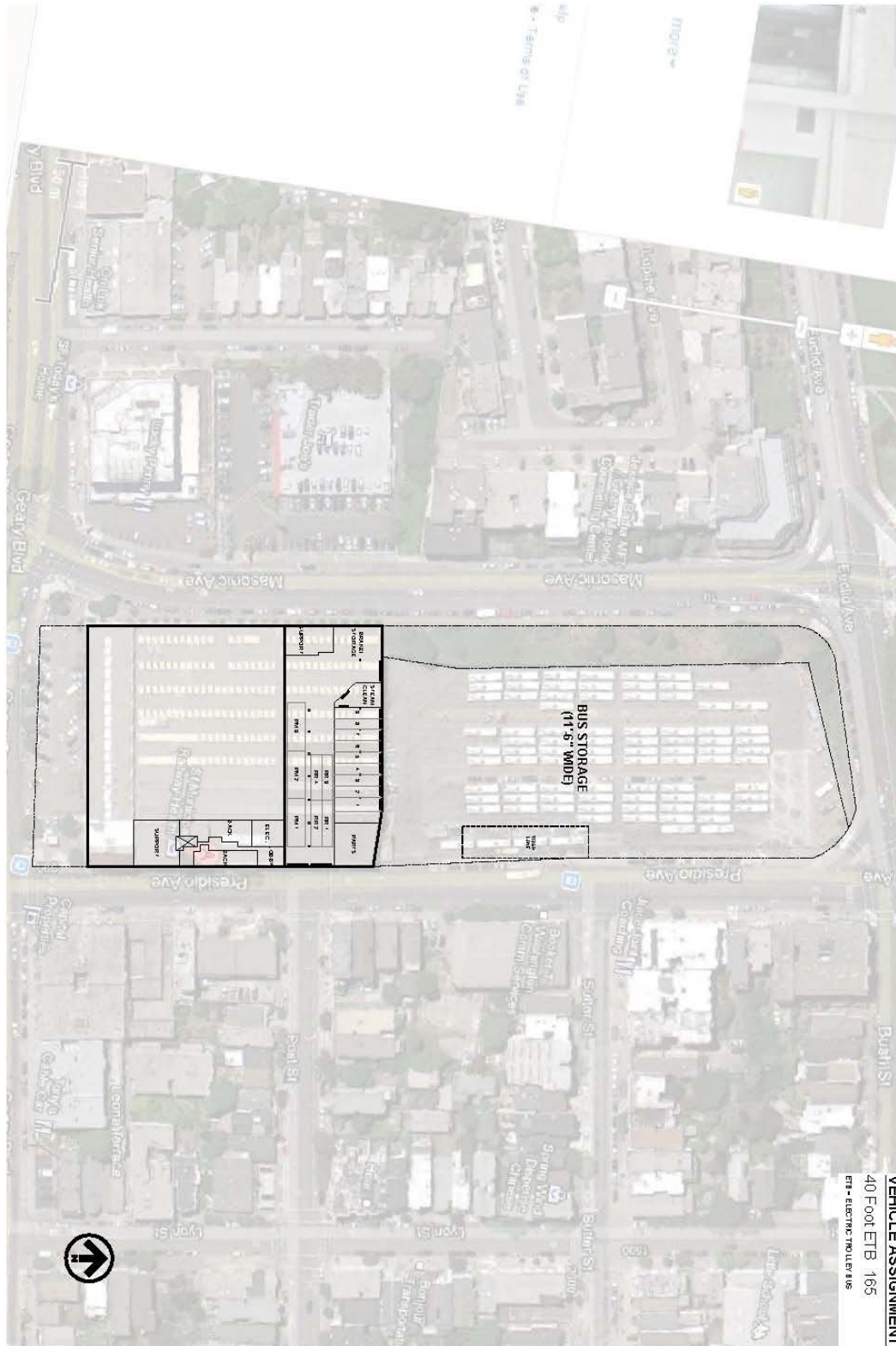


VEHICLE ASSIGNMENT
 60 Foot Diesel 120



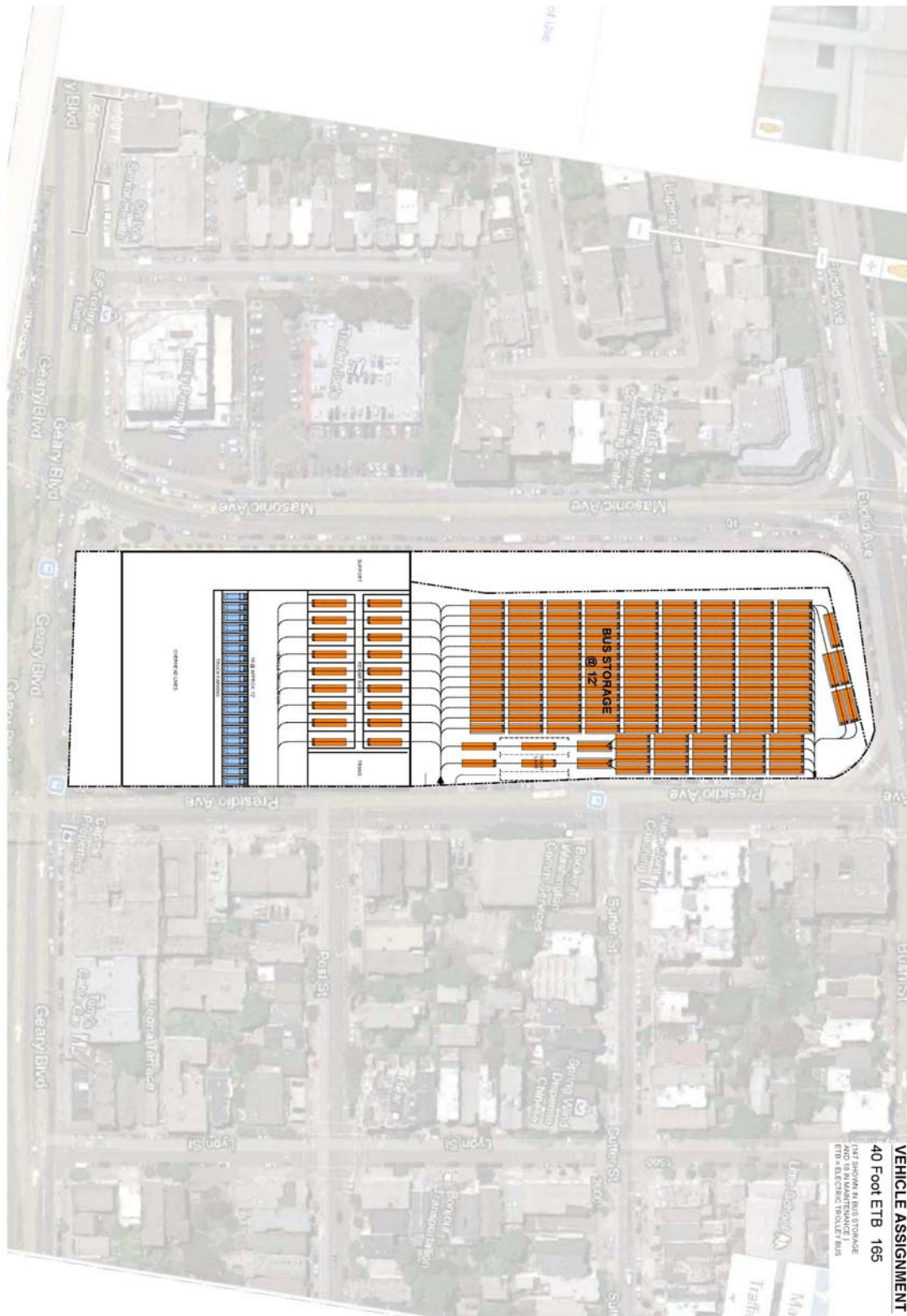
DRAWING NUMBER F.5	DRAWING TITLE FLYNN SITE PLAN 2030-2040	 <small>300 2ND STREET SUITE 700 NORTH SAN FRANCISCO, CA 94107 TEL: (415) 363-0300 FAX: (415) 363-0301</small>	THIS DRAWING IS CONCEPTUAL IN NATURE AND INTENDED FOR INTERNAL SFMTA REVIEW ONLY.	PROJECT TITLE SFMTA REAL ESTATE & FACILITIES VISION FOR THE 21ST CENTURY	PROJECT NO. 13322FF DRAWN BY MM DATE 02/24/2014 SCALE 1" = 60'-0"
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**Addendum to SFMTA Real Estate and Facilities Vision for the 21st Century
Vision Refinement for Coach Facilities**



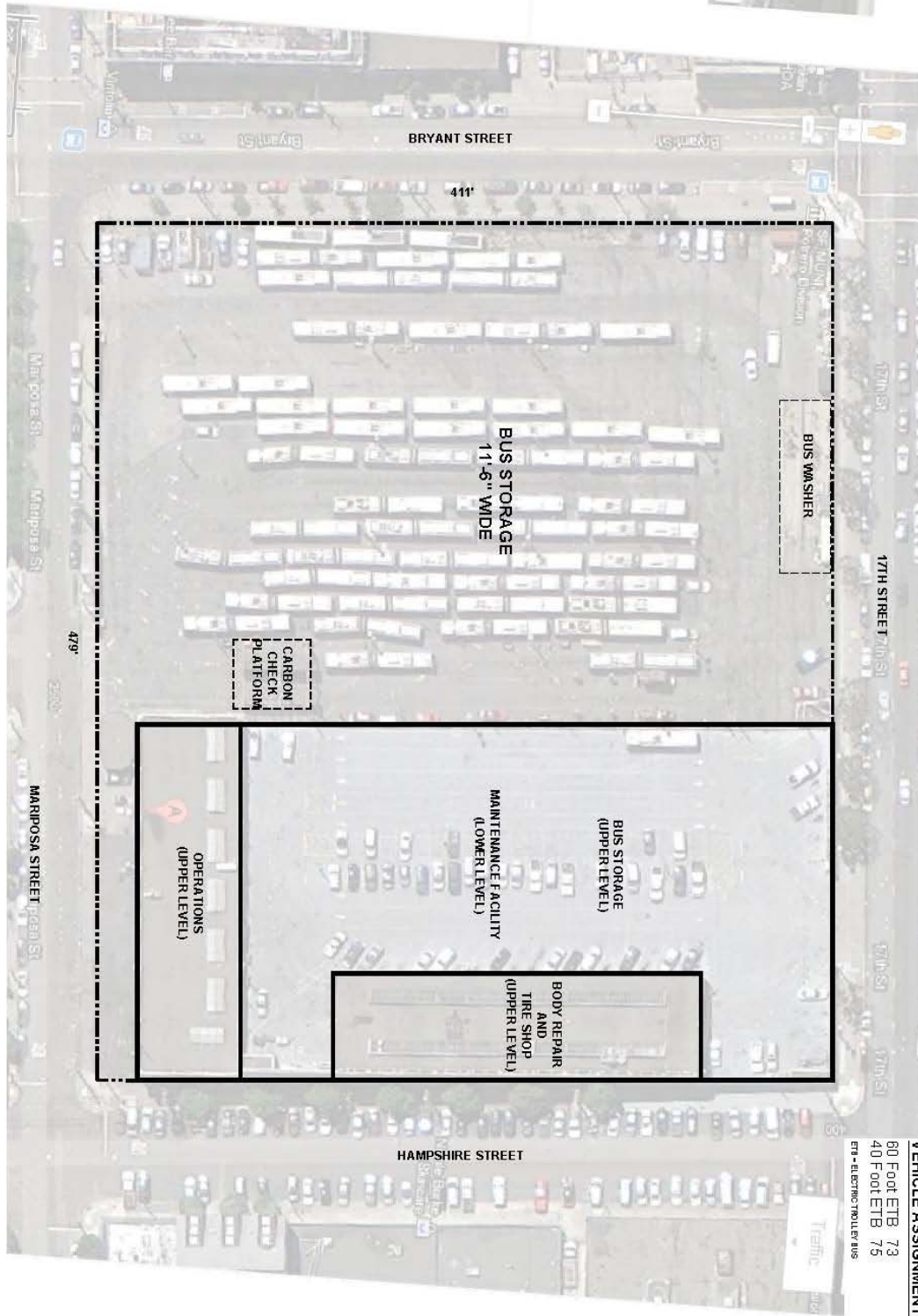
DRAWING NUMBER PR.1	DRAWING TITLE PRESIDIO SITE PLAN EXISTING - 2020	 <small>PARSONS BRINCKERHOFF AECOM COMPANY, INC. 1000 RIVER STREET SAN FRANCISCO, CA 94111 TEL: 415 774-2000 WWW.PARSONSBRINCKERHOFF.COM</small>	THIS DRAWING IS CONCEPTUAL IN NATURE AND INTENDED FOR INTERNAL SFMTA REVIEW ONLY	PROJECT TITLE	PROJECT NO.
				SFMTA REAL ESTATE & FACILITIES VISION FOR THE 21ST CENTURY	13322FF
				DRAWN BY	III
				DATE	02/24/2014
				SCALE	1" = 100'-0"

**Addendum to SFMTA Real Estate and Facilities Vision for the 21st Century
Vision Refinement for Coach Facilities**

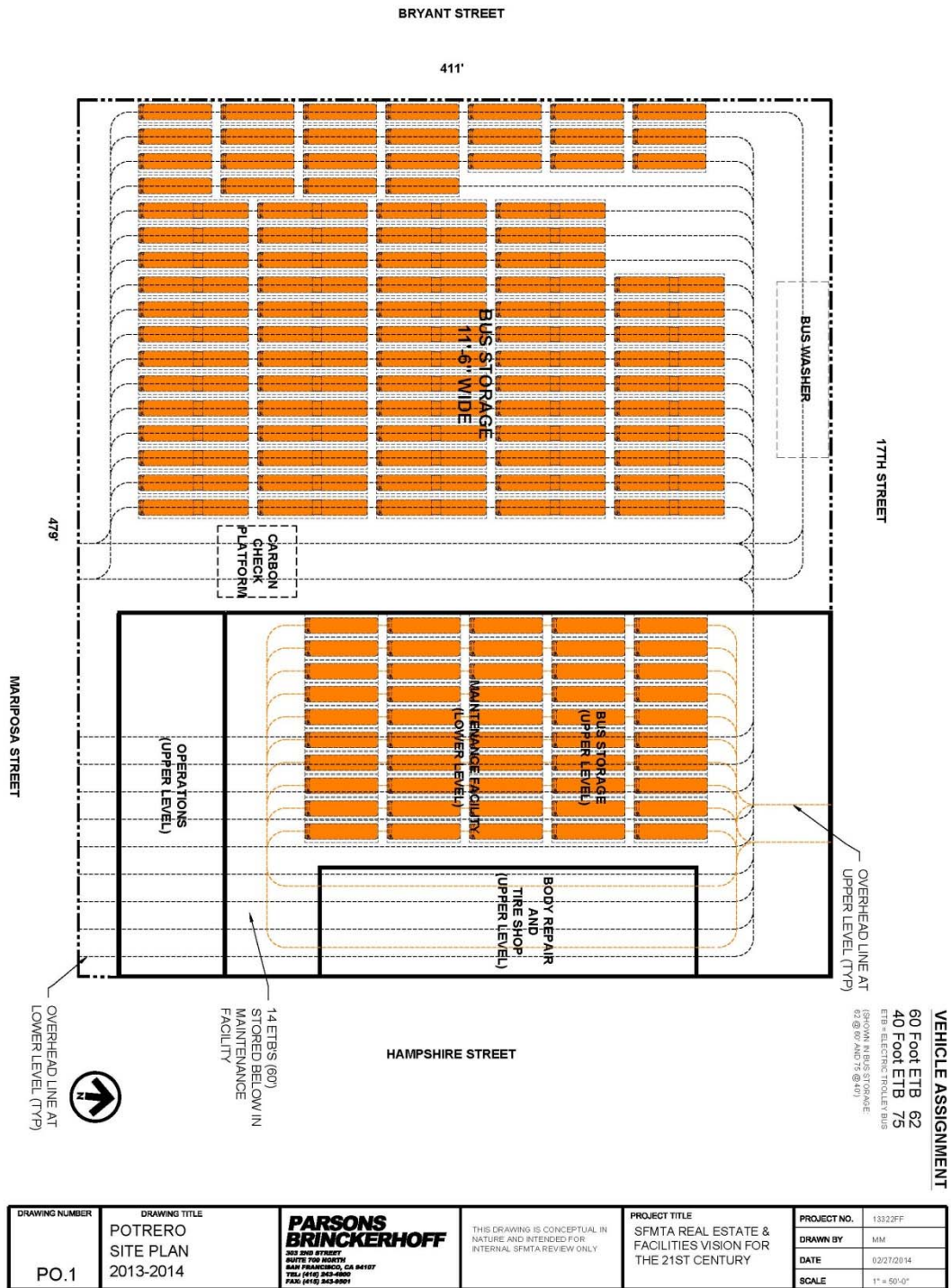


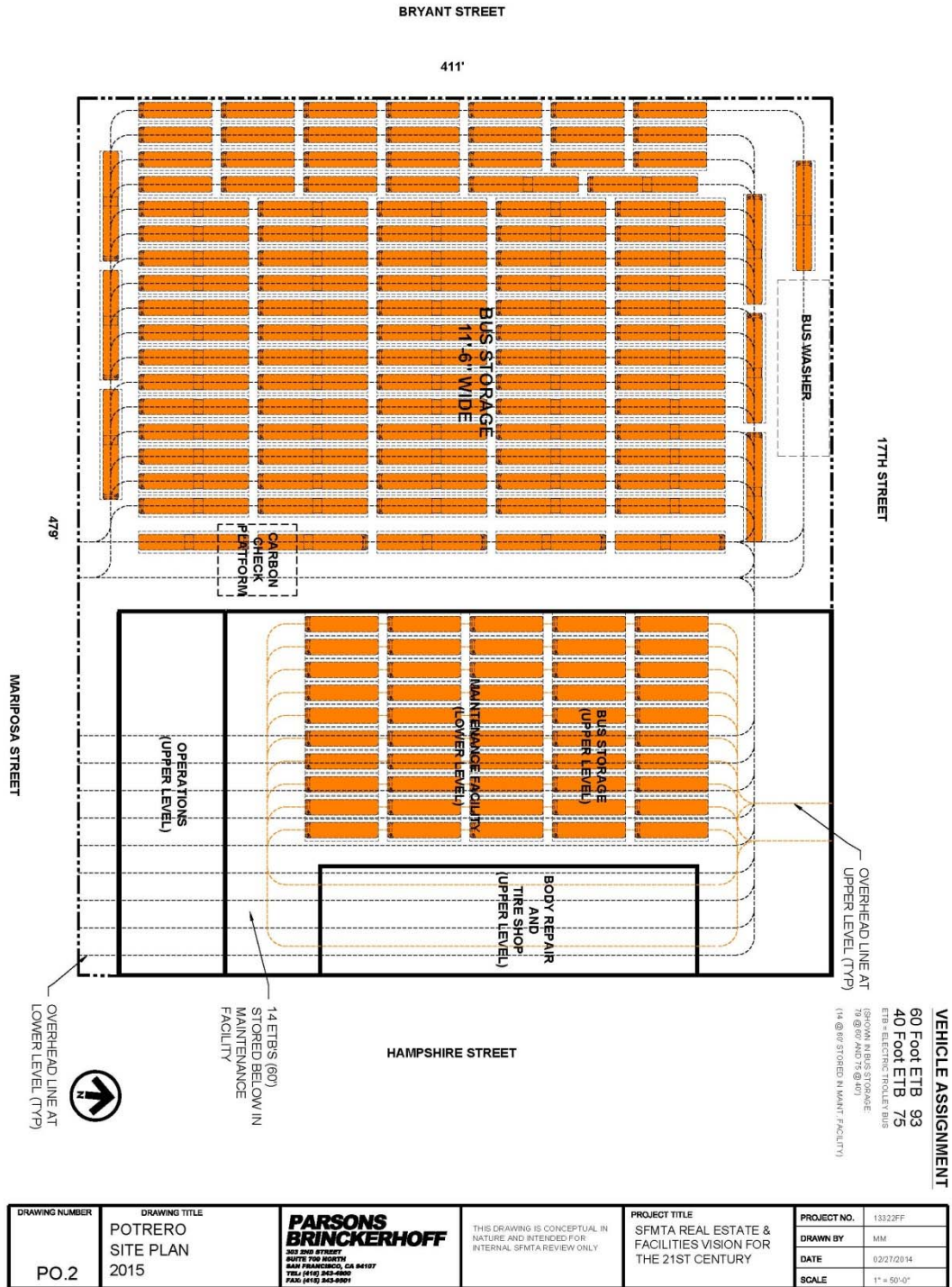
DRAWING NUMBER PR.2	DRAWING TITLE PRESIDIO SITE PLAN 2025-2040	 PARSONS BRINCKERHOFF <small>10200 PARK TEN PLACE SUITE 400 HOUSTON, TEXAS 77064 TEL: (281) 608-7322 FAX: (281) 608-7388</small>	PROJECT TITLE SFMTA REAL ESTATE & FACILITIES VISION FOR THE 21ST CENTURY	PROJECT NO.	1332PF
				DRAWN BY	MM
				DATE	02/24/2014
				SCALE	1" = 100'-0"

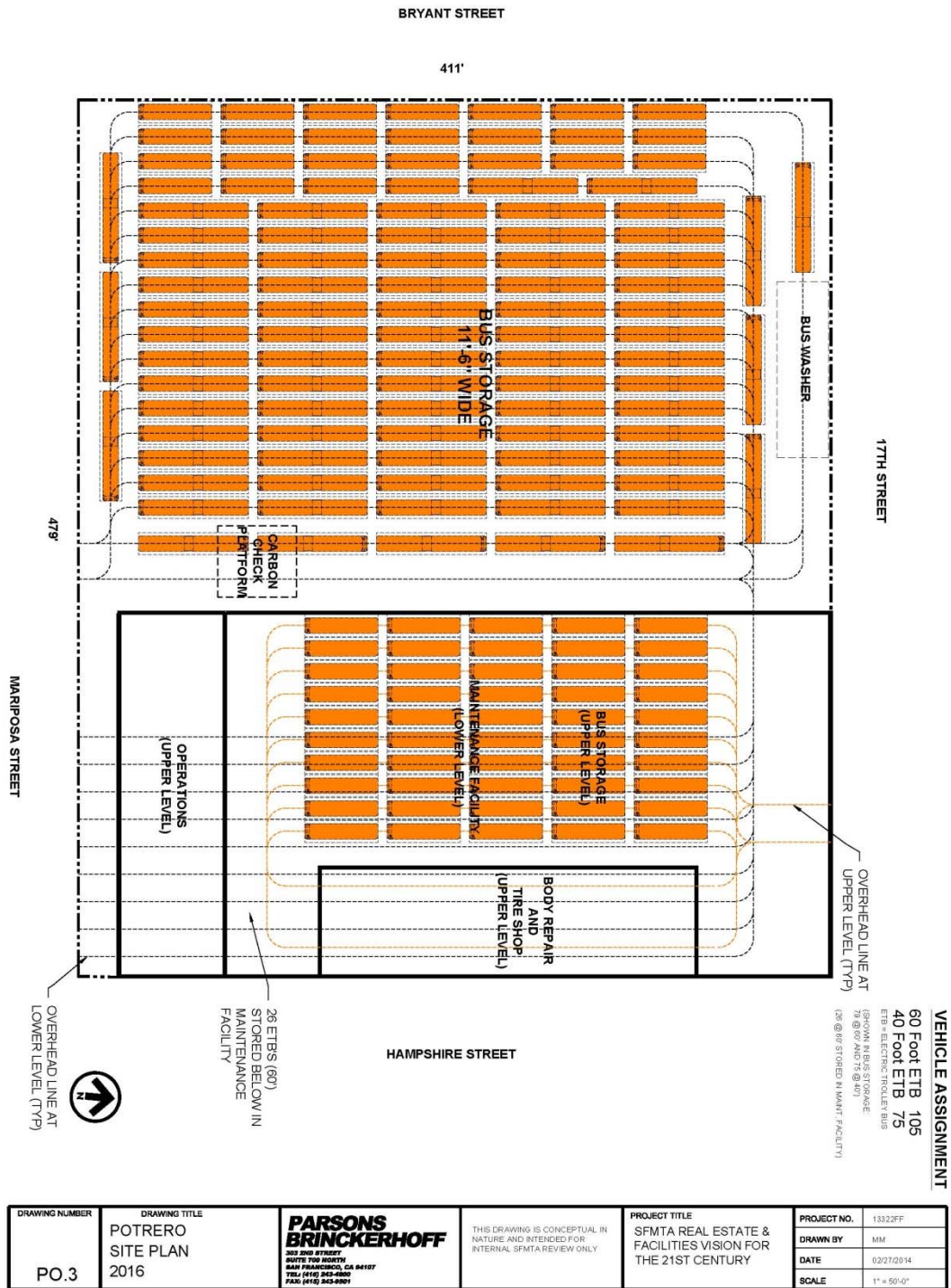
**Addendum to SFMTA Real Estate and Facilities Vision for the 21st Century
Vision Refinement for Coach Facilities**



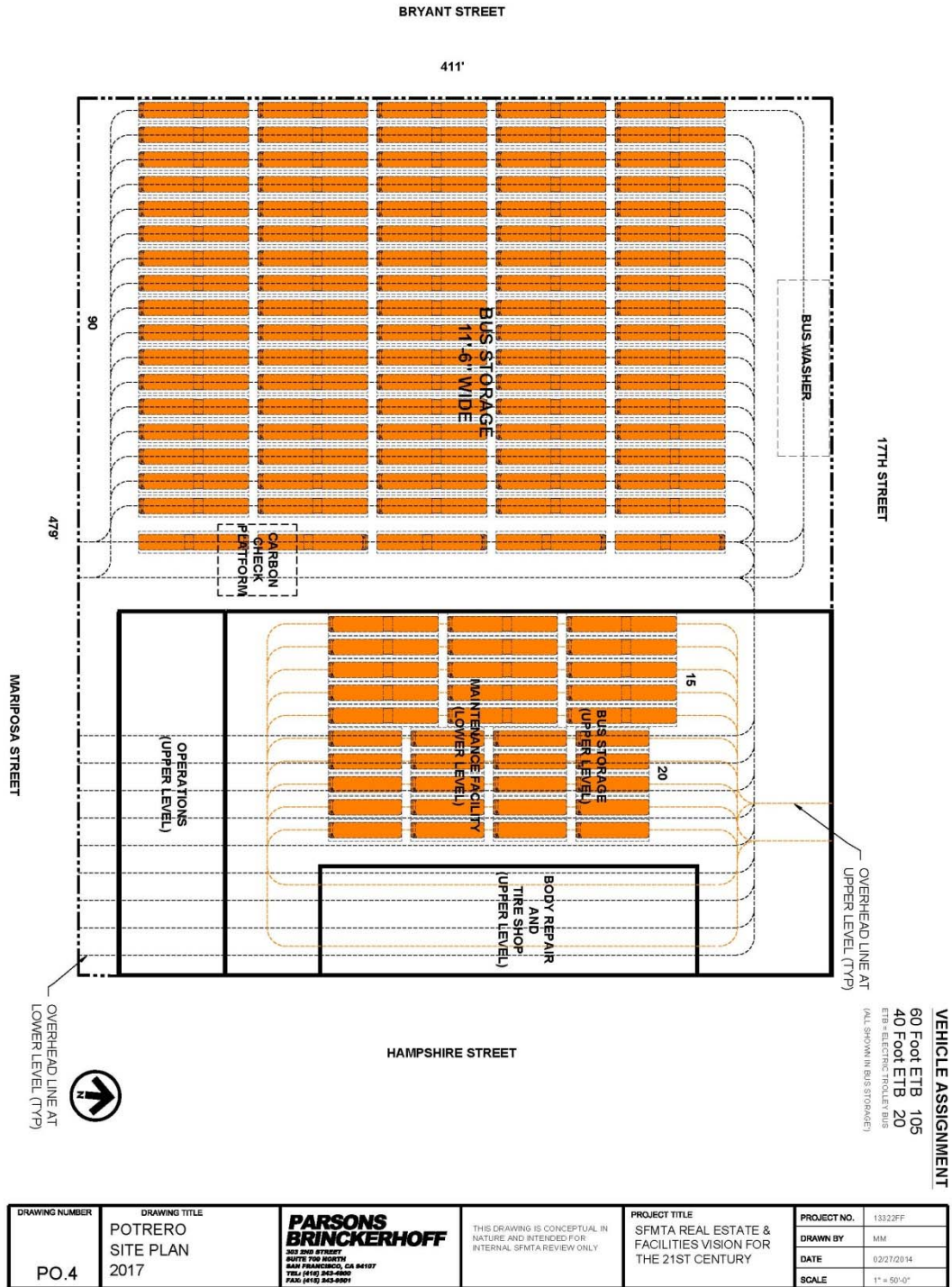
DRAWING NUMBER PO.0	DRAWING TITLE POTRERO SITE PLAN EXISTING		PROJECT TITLE SFMTA REAL ESTATE & FACILITIES VISION FOR THE 21ST CENTURY	PROJECT NO. 13322FF DRAWN BY IIII DATE 02/27/2014 SCALE 1" = 50'-0"
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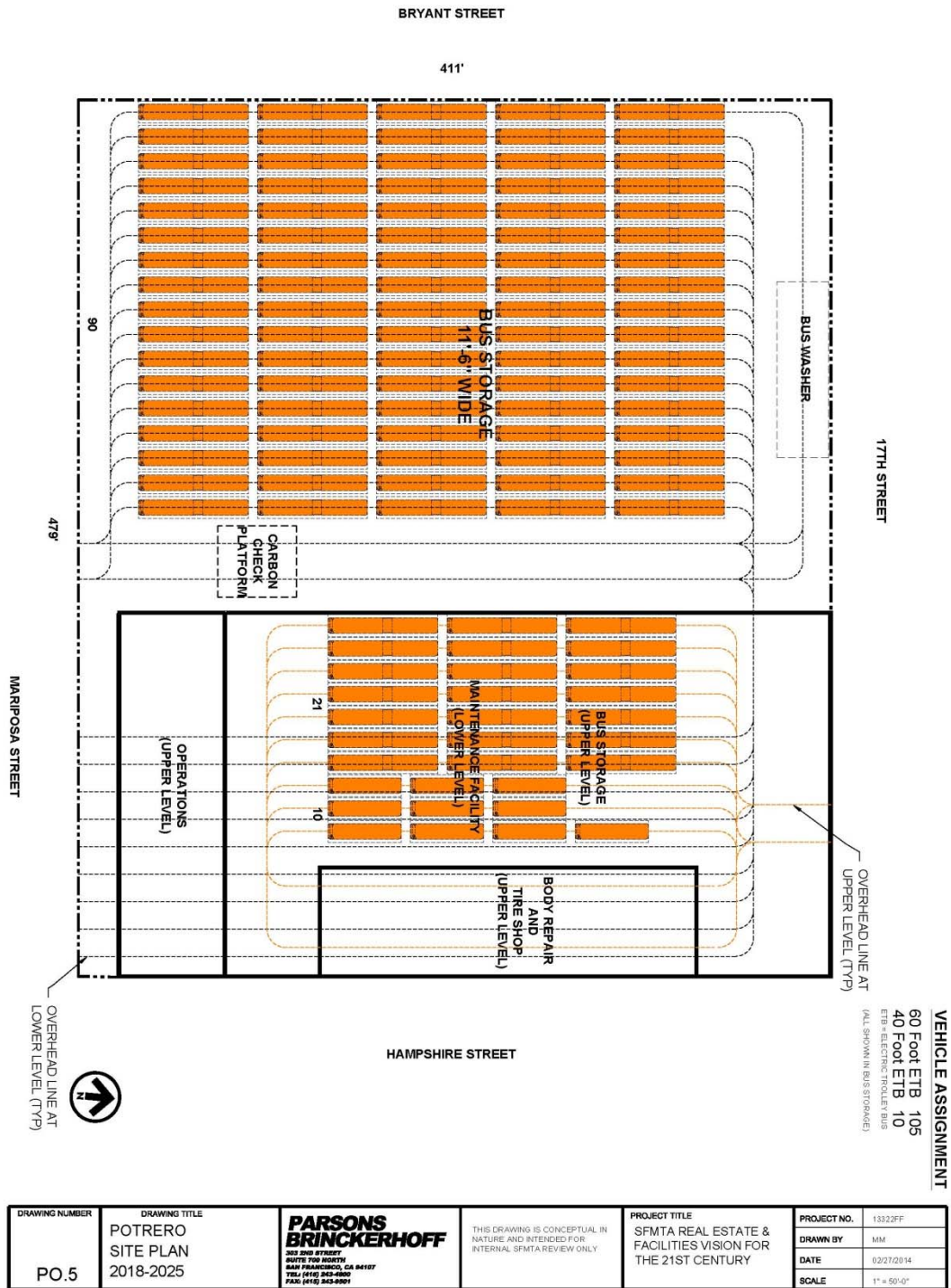




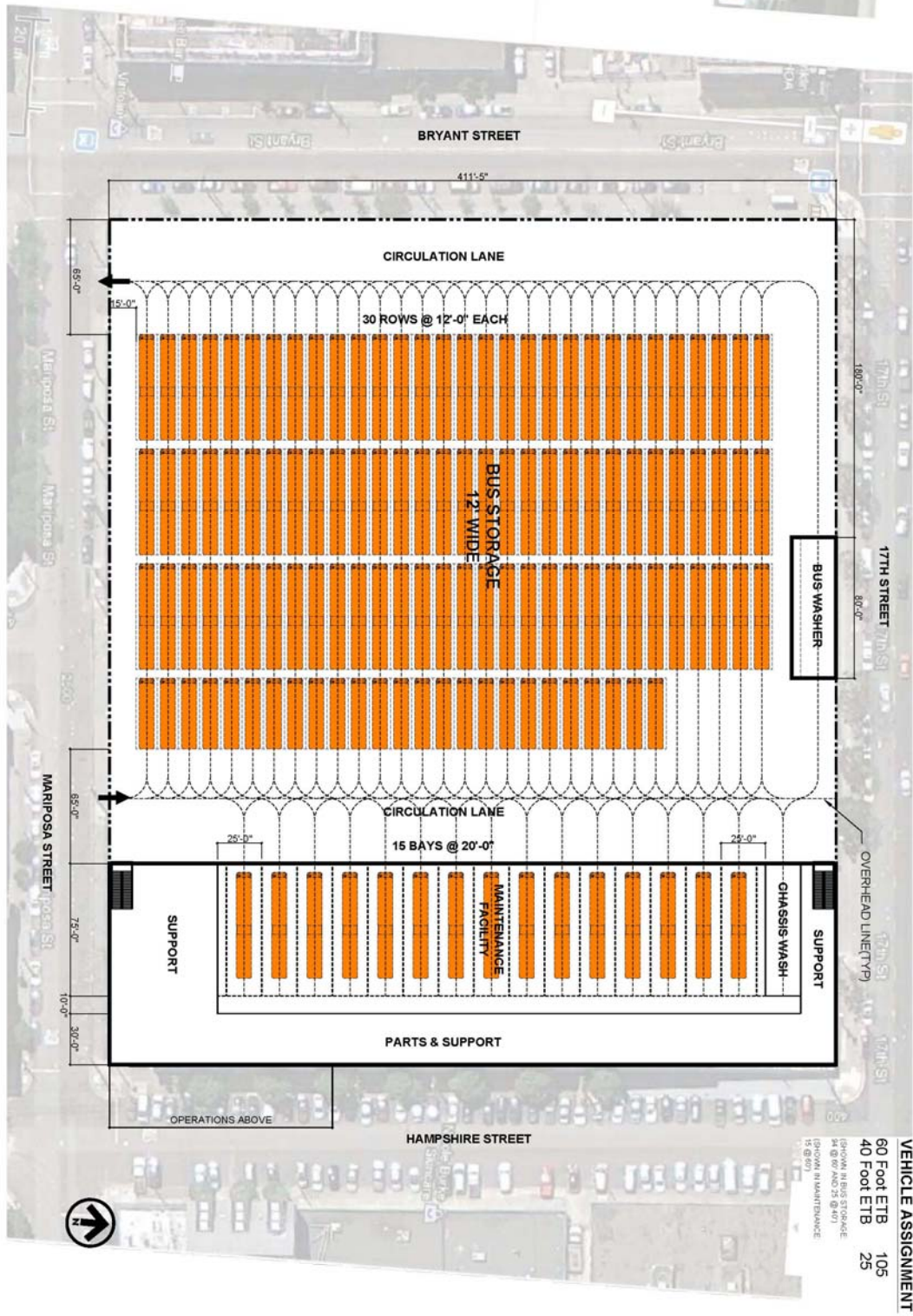


DRAWING NUMBER	DRAWING TITLE	PARSONS BRINCKERHOFF <small>300 2ND STREET SUITE 700 NORTH SAN FRANCISCO, CA 94107 TEL: (415) 363-0900 FAX: (415) 363-0901</small>	THIS DRAWING IS CONCEPTUAL IN NATURE AND INTENDED FOR INTERNAL SFMTA REVIEW ONLY.	PROJECT TITLE SFMTA REAL ESTATE & FACILITIES VISION FOR THE 21ST CENTURY	PROJECT NO.	13322FF
PO.3	POTRERO SITE PLAN 2016				DRAWN BY	MM
					SCALE	1" = 50'-0"



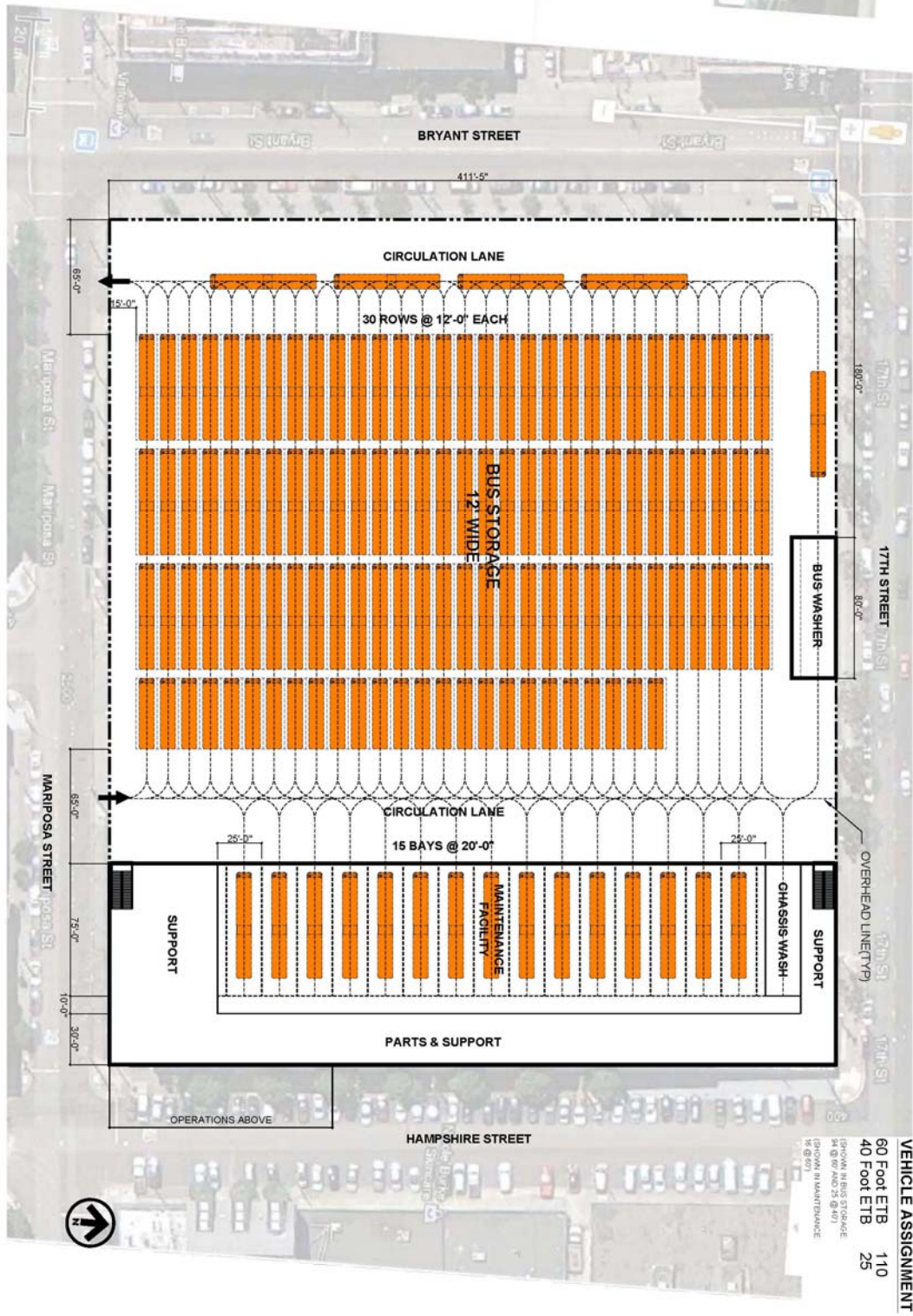


**Addendum to SFMTA Real Estate and Facilities Vision for the 21st Century
Vision Refinement for Coach Facilities**

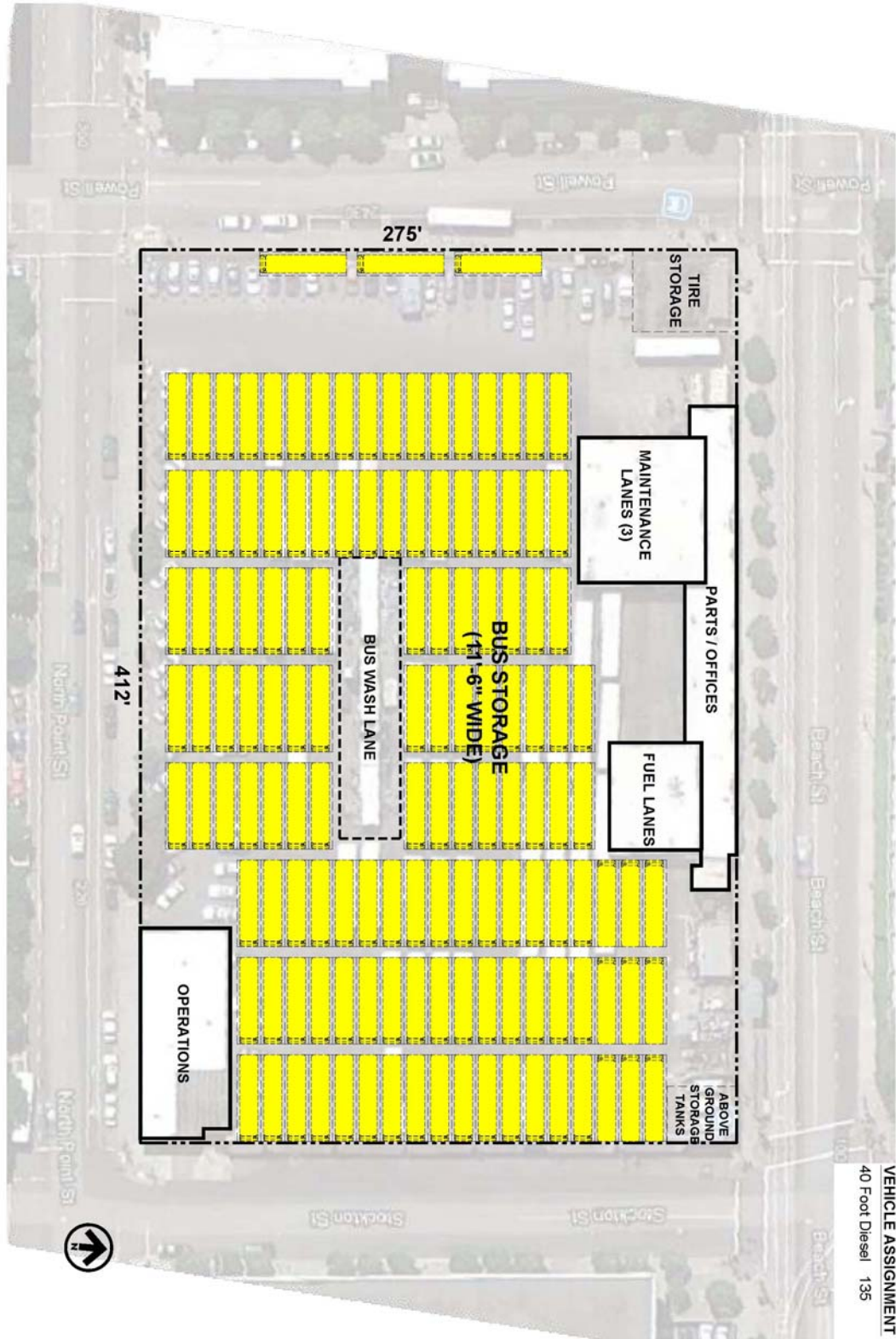


DRAWING NUMBER PO.6	DRAWING TITLE POTRERO SITE PLAN 2029-2030	PARSONS BRINCKERHOFF <small>300 2ND STREET SUITE 700 NORTH SAN FRANCISCO, CA 94107 TEL: (415) 363-3000 FAX: (415) 363-0001</small>	THIS DRAWING IS CONCEPTUAL IN NATURE AND INTENDED FOR INTERNAL SFMTA REVIEW ONLY	PROJECT TITLE SFMTA REAL ESTATE & FACILITIES VISION FOR THE 21ST CENTURY	PROJECT NO. 13022FF DRAWN BY MM DATE 02/27/2014 SCALE 1" = 50'-0"
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**Addendum to SFMTA Real Estate and Facilities Vision for the 21st Century
Vision Refinement for Coach Facilities**

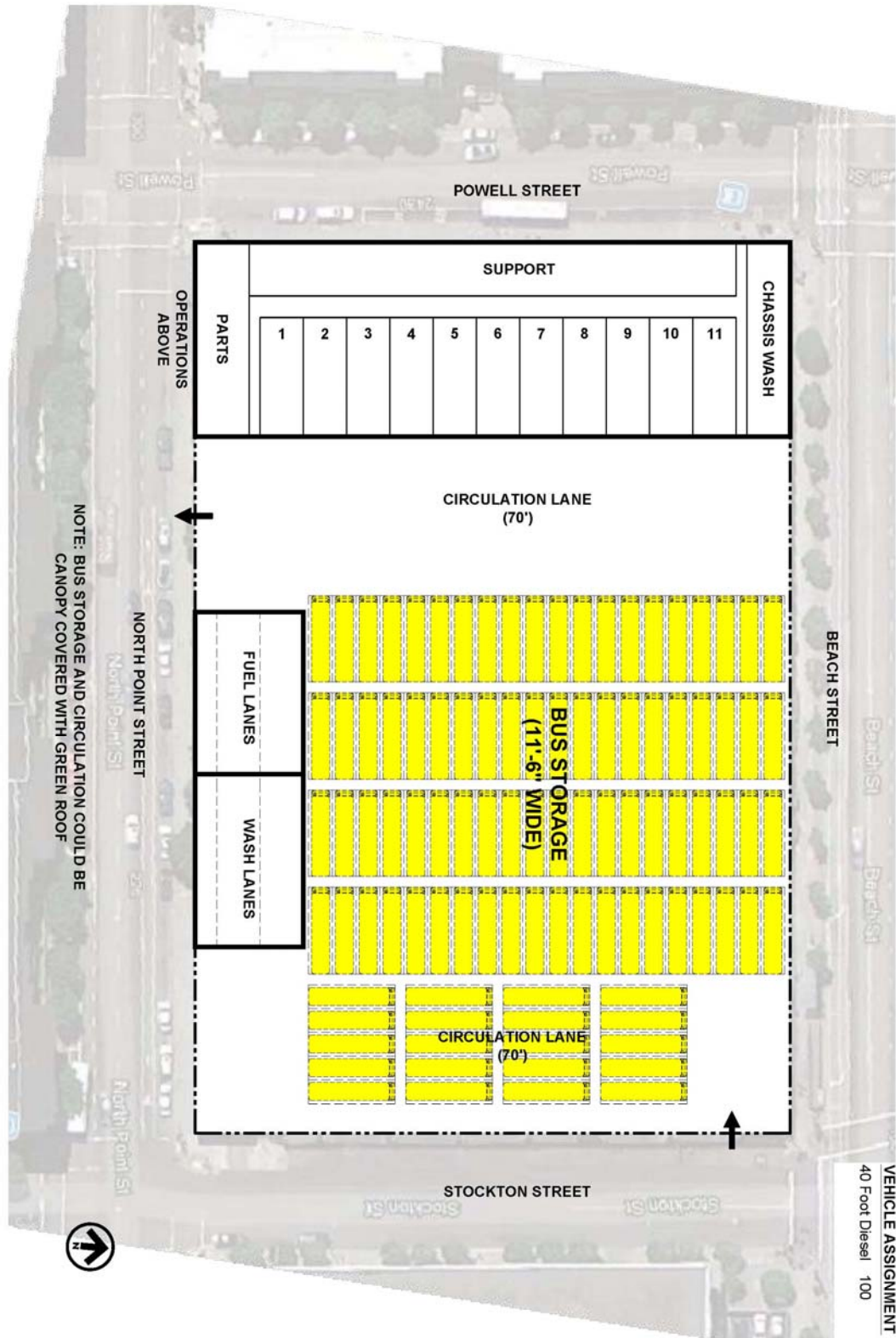


DRAWING NUMBER PO.7	DRAWING TITLE POTRERO SITE PLAN 2040	PARSONS BRINCKERHOFF <small>300 2ND STREET SUITE 700 NORTH SAN FRANCISCO, CA 94107 TEL: (415) 363-3000 FAX: (415) 363-0001</small>	<small>THIS DRAWING IS CONCEPTUAL IN NATURE AND INTENDED FOR INTERNAL SFMTA REVIEW ONLY</small>	PROJECT TITLE SFMTA REAL ESTATE & FACILITIES VISION FOR THE 21ST CENTURY	PROJECT NO. 13322FF DRAWN BY MM DATE 02/27/2014 SCALE 1" = 50'-0"
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VEHICLE ASSIGNMENT
 40 Foot Diesel 135

DRAWING NUMBER K.1	DRAWING TITLE KIRKLAND SITE PLAN 2013-2025	 300 2ND STREET SUITE 700 SAN FRANCISCO, CA 94107 TEL: (415) 363-0000 FAX: (415) 363-0001	THIS DRAWING IS CONCEPTUAL IN NATURE AND INTENDED FOR INTERNAL SFMTA REVIEW ONLY	PROJECT TITLE SFMTA REAL ESTATE & FACILITIES VISION FOR THE 21ST CENTURY	PROJECT NO. 13022FF
					DRAWN BY MM
					DATE 02/24/2014
					SCALE 1" = 40'-0"



DRAWING NUMBER K.2	DRAWING TITLE KIRKLAND SITE PLAN 2030-2040	 <small>300 2ND STREET SUITE 700 SAN FRANCISCO, CA 94107 TEL: (415) 363-0000 FAX: (415) 363-0001</small>	<small>THIS DRAWING IS CONCEPTUAL IN NATURE AND INTENDED FOR INTERNAL SFMTA REVIEW ONLY.</small>	<small>PROJECT TITLE</small> SFMTA REAL ESTATE & FACILITIES VISION FOR THE 21ST CENTURY	<small>PROJECT NO.</small> 13022FF <small>DRAWN BY</small> MM <small>DATE</small> 02/24/04 <small>SCALE</small> 1" = 40'-0"
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