BUILDINGPROGRESS
Potrero Yard Modernization Project

SFMTA Board of Directors
Policy And Government (PAG) Committee
Nov 23, 2021

Program Overview

The SFMTA launched the **Building Progress Program** in Fall 2017.

The Building Progress Program will:

- **Modernize aging SFMTA facilities** in order to meet the needs of everyone who travels in San Francisco;

- **Improve the transportation system's resiliency** to seismic events, climate change, technology changes; and

- **Make the SFMTA a better neighbor** in the parts of the city that currently host our facilities.

Bus Yard Modernization Program

MME

Expand bus capacity during bus facility rebuilds, then convert to rail and shop uses

Potrero

Rebuild as multi-level trolley and BEB facility with private development above; support first e-buses

Presidio

Rebuild as multi-level trolley and BEB facility with private development adjacent; consider e-bus transition.

Conceptual design sketches. Final building design to be determined in future phases.

Potrero Yard Modernization Project

A LOOK AT POTRERO YARD

Before COVID-19

102,000

Muni riders rely on buses from Potrero Yard every day.
(~14% of Muni riders)

Existing Facility

2 levels of transit	138 buses	16 bus bays	391 employees (245 operators)

Future Facility

3 levels of transit	213 buses	17 bus bays	829 employees (383 operators)

Potrero Yard was built to serve 100 street cars. Today it serves 136 trolley buses for eight routes. In many of the maintenance bays the ceiling is too low to do roof repairs indoors or lift buses to repair them from below.

Potrero Yard Modernization Project
PROJECT GOALS

LEED Gold

Earthquake resilience

Greenhouse gas reduction

Expanded City workforce

Improved bus maintenance

Co-located housing

COLLABORATING CITY DEPARTMENTS

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Potrero Yard Modernization Project
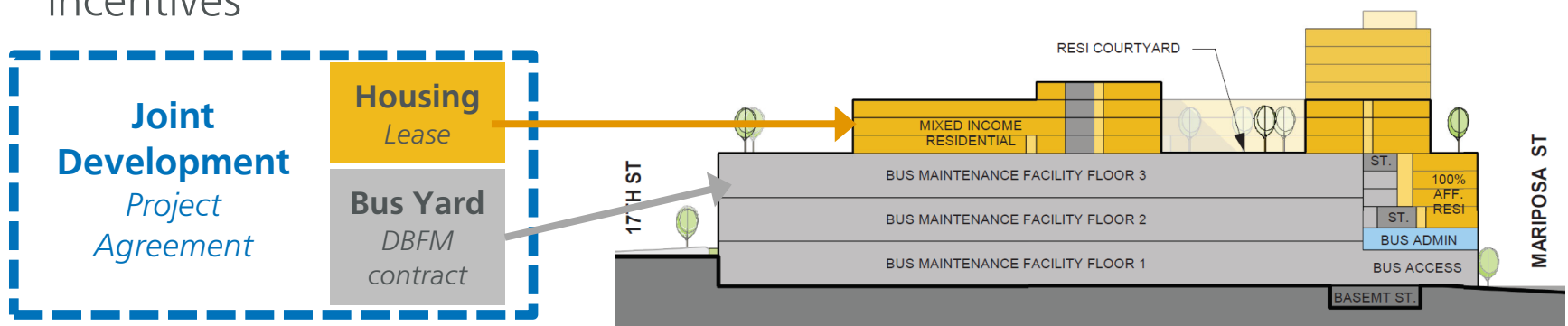## STAKEHOLDER ENGAGEMENT & PUBLIC OUTREACH

- Extensive stakeholder engagement starting in 2017, with 5 major public events held 2018-2021

- Neighborhood Working Group has met monthly since Fall 2018

- Virtual meetings in 2020 about RFQ/RFP process. Apr 2021 on LBEs. July 2021 feedback to developer questions

- 2021 Outreach tabling events – Potrero Hill, Saturday, Oct. 16, Sunday Streets, Oct. 17

- Public yard tours restarting in December 2021

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PUBLIC-PRIVATE PARTNERSHIP PROJECT DELIVERY MODEL

- Project split into 3 parts: 1) Bus Yard Component, 2) Housing and Commercial Component, and 3) Common Infrastructure

- Infrastructure developer partner would design, build, and finance new facility, operate the housing, maintain common building elements

- DBFM: Finance and Maintain components are critical for the SFMTA

- Risk transfer to a well-capitalized partner who can better manage financing "surprises" and interface between project components

- Improved speed to market through approach to design and contractual incentives

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2021 PROJECT MILESTONES

April 9	Request For Proposals (RFP) released
April 26	BOS enabling legislation
May 13	Planning Commission informational hearing
June 30	Draft Environmental Impact Report (DEIR) published
August 4	DEIR to Historic Preservation Commission
August 26	DEIR to Planning Commission
August 31	DEIR comment period closed
December 30	Proposal due date

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2021	Continued outreach & engagement Draft Environmental Impact Report (DEIR) DEIR public hearings (Historic Preservation & Planning Commissions) Proposal development & submission
2022	Developer team selection Continued outreach & engagement Predevelopment agreement signed California Environmental Quality Act (CEQA)
2023	Continued outreach & engagement Project agreement & financing Closure of Potrero Yard
2023 | 2026	Construction Operations temporarily relocated to bus yard at Muni Metro East
2026	Project opening

Potrero Yard Modernization Project

The RFP process has been **a three-way technical design and intensive commercial negotiation** to settle terms on the Predevelopment Agreement (PDA).

The PDA frames the **schematic design process** and is the **negotiating term for the Project Agreement** and any associated agreements.

These activities are part of the PDA phase, among others:

1. Site due diligence

2. Schematic design

3. Housing approach, feasibility, and financing

4. Planning Commission and BOS entitlements (EIR, rezoning, etc.)

5. Project Agreement commercial and financing structuring

6. Design-build and facility maintenance contractor procurement

7. Procurement of MME construction contractor

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2022 PROJECT MILESTONES

January 18	SFMTA Board approval of final form PDA
February 28	Developer selection
March 25	Execution of final PDA
April 5	SFMTA Board approval of MME Construction Agreement

Temporary Bus Yard at Muni Metro East (MME)

GOAL: Expand trolley bus parking capacity within the SFMTA transit system to provide flexibility for capital projects.

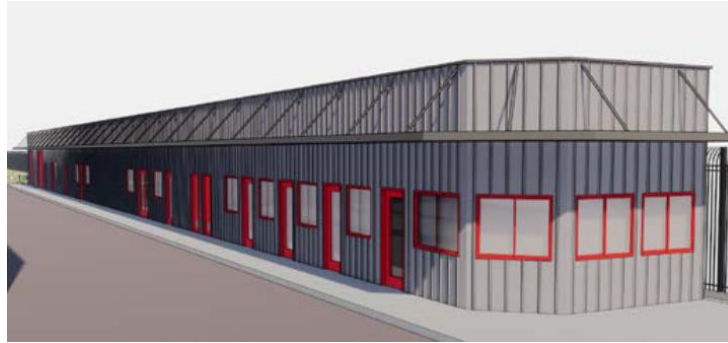# Temporary Bus Yard at Muni Metro East (MME)

PROJECT SCOPE

- Bus parking with overhead trolley charging

- Bus wash building

- Fare collections building

- Operations and administrative support functions

- Access from Maryland Street

- Re-striping of Cesar Chavez

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Temporary Bus Yard at Muni Metro East (MME)

Operations

Offices, break rooms, restrooms, lockers, and security

Fare Collection

Drive-thru collections building

Bus Wash

Served by below-grade rainwater harvesting cistern, Muni logo branding

HIGHLY VISIBLE MUNI LOGOS IDENTIFY FACILITY

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Temporary Bus Yard at Muni Metro East (MME)
2021 PROJECT MILESTONES

June 30   CEQA review complete

September 9   95% detail design completion

October 18   Civic Design Review Phase 3 approval

October 20   DBI Site Permit approved and issued

November 12   DBI Building Permit Addendum #1 submitted

December 15   100% bid set completion target

The MME construction contractor will be procured by the Potrero Lead Developer upon selection, resulting in the **MME Construction Agreement that will be brought to SFMTAB in April**.

Thank You.

Contact the **Potrero Yard** Team:

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