



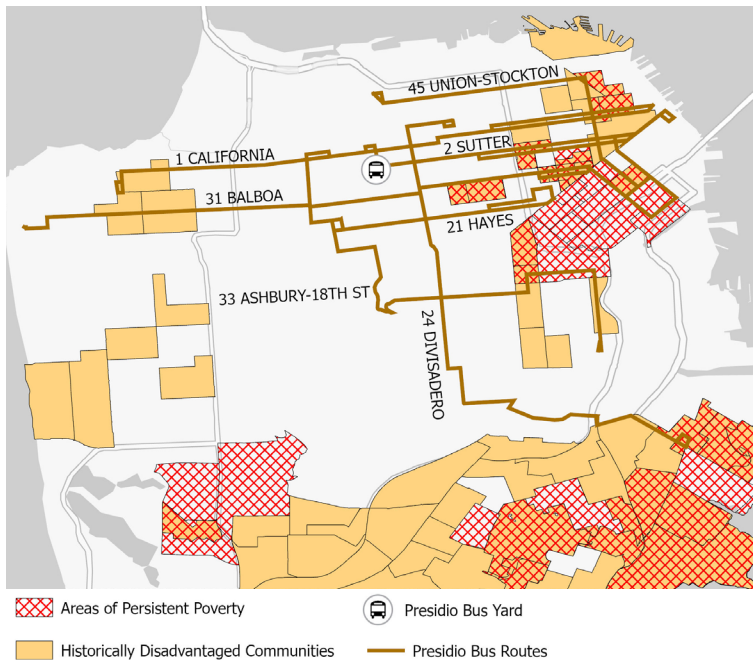
# Presidio Reimagined

## PRESIDIO YARD MODERNIZATION PROJECT

The Presidio Yard Modernization Project is an exciting opportunity to rethink, rebuild and expand the current obsolete, century-old bus yard and deliver a multi-level, modern bus operations and maintenance facility.

### Location of Presidio Yard and routes

Presidio Yard houses bus routes that service neighborhoods across the city, including many communities that are heavily reliant on transit.



### Building Progress Program

This project is part of our Building Progress Program, a \$2 billion, multi-year effort to repair, renovate, and modernize the SFMTA's aging facilities. These 20 facilities, are needed to support Muni transit service, paratransit service, street infrastructure, sign and paint shops, and other critical functions. This infrastructure is the backbone of San Francisco's transit system. Investments are needed to keep the City moving and transition to a battery electric bus fleet.

### Why do we need a new Presidio Bus Yard?

Bus yards are a vital part of our public transit system. They are where we store, clean and maintain the Muni buses that get San Franciscans and visitors where they need to go. And strong public transit is one of the most important tools we have to fight climate change.

This 110-year-old facility is long past its lifespan. Presidio Yard is too small to accommodate Muni's fleet, does not meet current seismic safety standards and cannot support modern maintenance and cleaning. A modern yard will:

- Support reliable transit service through fewer breakdowns, better on-time performance and less overcrowding by improving maintenance and working conditions through a safe, resilient and efficient modern facility.
- Provide the green charging infrastructure needed to transition Muni to battery electric buses for a zero emission fleet.
- Build a larger enclosed bus yard that is seismically sound to service Muni's fleet as it grows, with room for more than 65 percent additional buses.
- Enhance working conditions for front-line mechanics and bus operators by building new offices, fitness areas and breakrooms that promote overall health and well-being

In addition to the bus yard, the SFMTA is exploring joint development opportunities to bring mixed-use residential development to the existing site.





## Upcoming Project Milestones

<b>Pre-RAISE: Initial Planning</b>	<ul style="list-style-type: none"> <li>• Conceptual development</li> <li>• Planning In-reach</li> </ul>
<b>2024   2027</b>	<p><u>Planning and Environmental Documentation</u></p> <ul style="list-style-type: none"> <li>• Continued Inreach and Conduct Outreach</li> <li>• Further Conceptual Development and Design</li> <li>• California Environmental Quality Act and National Environmental Policy Act</li> <li>• Project Procurement (e.g., identify delivery methods, RFQ, RFP)</li> <li>• Predevelopment Agreement</li> <li>• Interagency collaboration</li> <li>• Project Approvals</li> </ul>
<b>2028   2033</b>	<ul style="list-style-type: none"> <li>• Detailed Design</li> <li>• Operations temporarily relocated</li> <li>• Construction</li> </ul>
<b>2033</b>	<ul style="list-style-type: none"> <li>• Projected Yard Opening</li> </ul>

## Innovative Ways to Fund Transit

In addition to the critical transportation need for a rebuilt Presidio Yard, the SFMTA will also explore the potential for joint development opportunities. Over the last 20 years the demands on San Francisco’s transportation system have increased while revenues haven’t kept up. Potential revenues from joint development could provide a new funding source for Muni service in the future.

PresidioYard@SFMTA.com | 415.646.2838

## Need For RAISE Grant Funding

The SFMTA is requesting \$9.28 million from the RAISE Grant Program. This will be matched with \$2.31 million in committed local funds.

The RAISE Grant will fund much of the planning and environmental documentation phase for the bus yard. This will help make the project much more attractive in the developer procurement process and foster a relationship of this exciting new look on what a transportation facility can be.

This phase includes the following activities and deliverables: environmental review (CEQA & NEPA), stakeholder engagement and public outreach, interagency collaboration, economic and transportation facility analysis, project management, and project procurement, predevelopment agreement, and project approval processes.

Tasks	Project Costs	RAISE Grant
Environmental Review	\$2,042,000	\$1,634,000
Economic & Transportation Analysis	\$3,040,000	\$2,432,000
Project Procurement	\$3,176,000	\$2,541,000
Public Outreach & Engagement	\$1,683,000	\$1,346,000
Project Management	\$1,593,000	\$1,274,000
<b>Total</b>	<b>\$11,534,000</b>	<b>\$9,227,000</b>



Learn more about the PresidioYard Modernization Project, get involved and stay informed:

**SFMTA.com/PresidioYard**

