

BUILDING PROGRESS

Potrero Yard Modernization Project

Procurement Process Explainer



SFMTA



SAN FRANCISCO
PUBLIC
WORKS

ARUP

SFCTA Citizens Advisory Committee
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Today's Topics

1. Brief Project Refresher
2. Why Joint Development led by an Infrastructure Developer?
3. Joint Development case studies
4. How does Joint Development deliver the Potrero procurement goals?
5. How does the procurement process mitigate risks?

Visit www.sfmta.com/PotreroYard for detailed project information.

Potrero Yard Modernization Project

Core Transportation Objectives

Rebuild and modernize Potrero Yard **by 2026**

Provide infrastructure for **battery electric busses**

Improve **safety and working conditions** for the SFMTA workforce

Consolidate functions for **efficiencies** (Training + Street Operations)

Building/Site Objectives

Enhance architecture and urban design

Enhance streetscape to ensure public safety and reduce conflicts

Maximize housing on the site, including a substantial % of affordable units

Ensure that project demonstrates leadership in sustainability

Commitment to:

A responsible public investment

A joint development is financially feasible

Inclusive and transparent community participation

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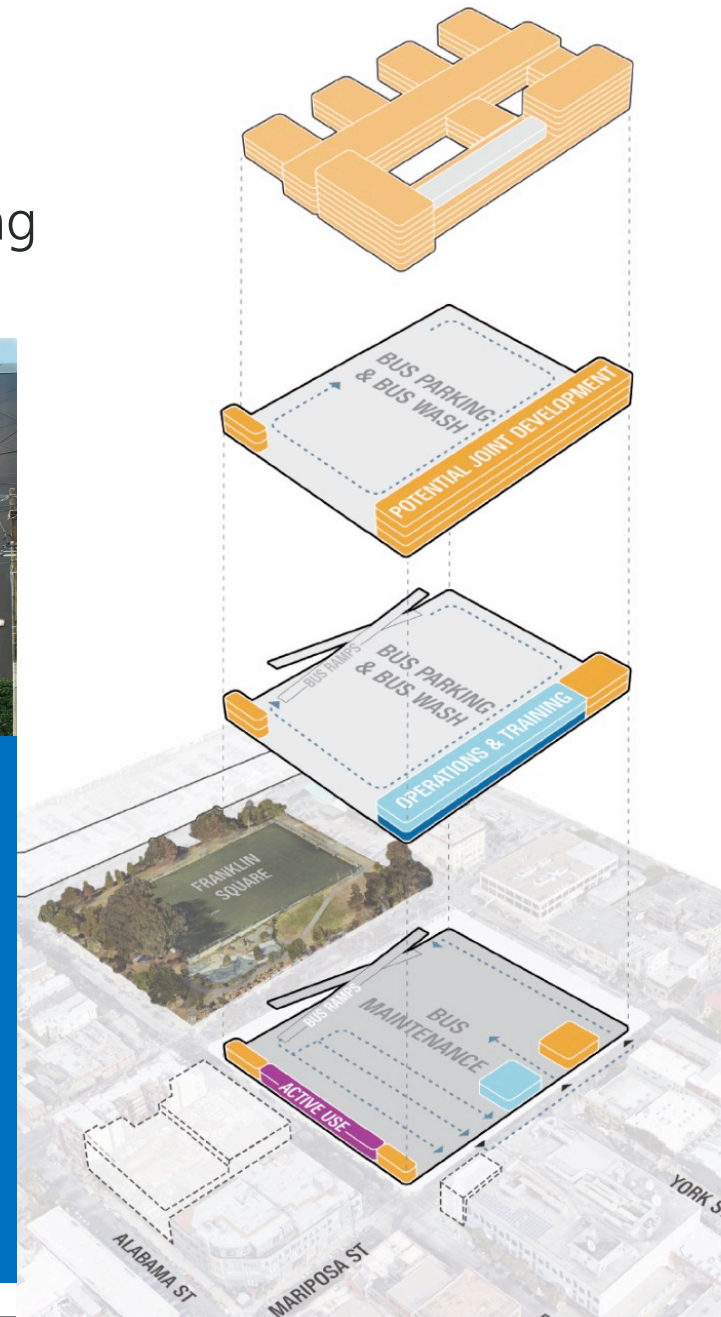
Potrero Yard Modernization Project

Extensive outreach to date has led the following project concept and planning application.



Potrero Yard Key Operational Elements:

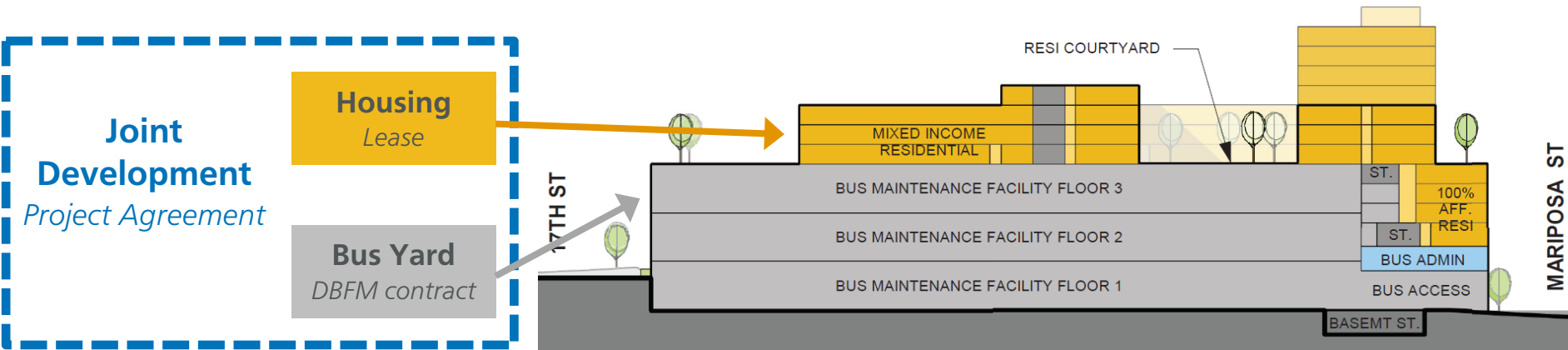
- Ramps for efficient on-site circulation
- Modern and sufficient bus lifts for vehicle fleet maintenance
- Modern bus wash bays ensuring a clean vehicle fleet
- Modern amenities for bus operators, maintenance and street ops
- Power upgrades allowing for transition to Zero Emission e-Bus
- Storage capability for growing Muni Fleet and Muni Service
- Dedicated and modern operator training facility



Potrero Yard Modernization Project

The lead developer for the Potrero Yard Modernization Project is an infrastructure developer.

- Combines public infrastructure project and real estate project into one integrated building
- Bus Yard and Housing have different revenue sources with different risk profiles
- Each requires a different approach to its financing
- Physical interfaces – design, construction, and operation – are resolved through the Common Infrastructure



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Joint Development Case Studies

Long Beach Civic Center



Euston Station, London, UK

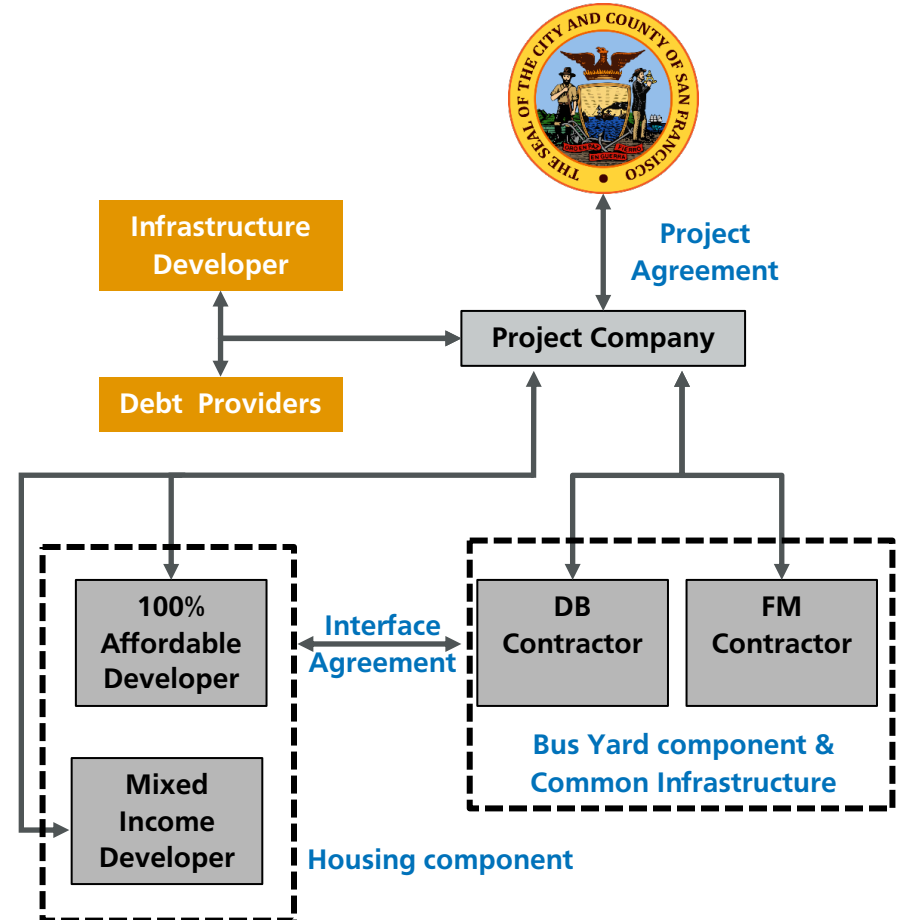


Potrero Yard Modernization Project

Joint Development delivers the Potrero procurement goals

GOALS

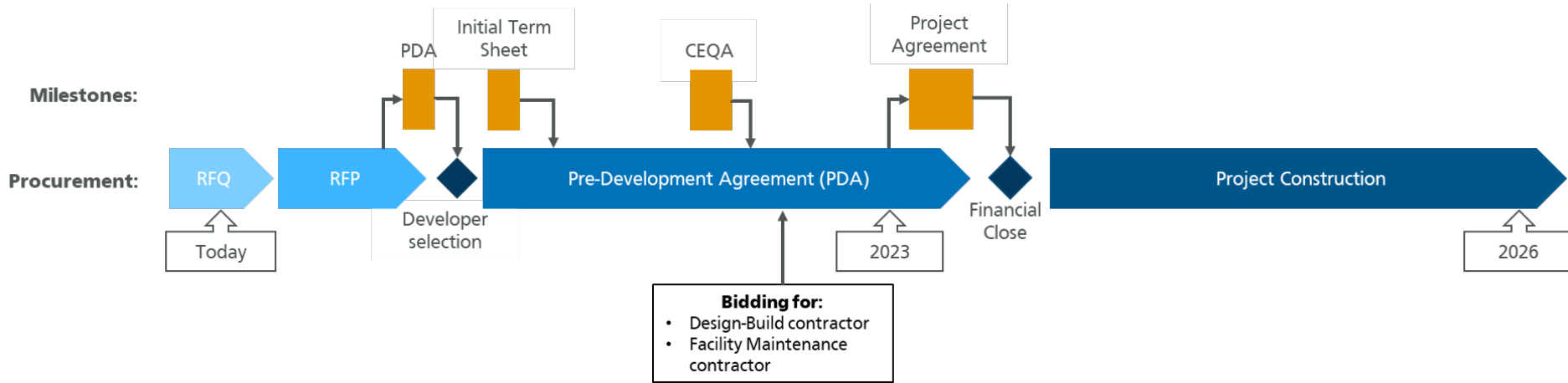
1. Deliver performance criteria of the bus facility and no later than 2026
2. Maintain cost control through competitive bidding
3. Fold into the CEQA process
4. Properly allocate risk and generate cost savings to the extent financially feasible
5. Reflect guidance and parameters provided by the community to date
6. Engage the community through entitlements and detailed design



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Potrero Yard Modernization Project

How the procurement process mitigates risks



Risk

Risk Mitigation Strategy

Schedule risks of CEQA process	<ul style="list-style-type: none"> • EIR will be released first half of 2021, mitigating schedule risk • Developer to work with SF Planning and SFMTA to complete Final EIR
Housing component financial feasibility	<ul style="list-style-type: none"> • At a minimum, affordable housing has strong demand & subsidy commitment • Procurement process enables Bus Yard to proceed even if housing is infeasible
Bus Yard cost and schedule certainty	<ul style="list-style-type: none"> • Project Agreement provides single point of responsibility for Project delivery • Design-Build-Finance-Maintain contract transfers most construction and long-term maintenance risks