



SFMTA

BUILDING PROGRESS

Program Update Potrero Yard Modernization Project

SFCTA Transportation Authority Board
December 13, 2022

5-Years in the **Building Progress Program** *continues to* lead in innovative project delivery, resilient planning and community outreach.

The SFMTA launched the Building Progress Program in Fall 2017.

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

State of Good Repair

Improve the transportation system's resiliency to seismic events, climate change, technology changes

Resiliency

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

Community

Core programs and initiatives currently include the following.

Modernization Program

Muni Metro East Expansion
Potrero Yard Modernization
Presidio Yard Modernization
Kirkland Yard Modernization

Electrification Program

Woods Chargers Pilot Project
Battery Electric Bus (BEB)
Facility Master Plan

Cable Car Barn Program

Cable Car Barn Improvements
Cable Car Barn Master Plan

Joint-Development Program

4th and Folsom
Parking Garages
Surface Parking Lots
Yard Modernization

Capital Program

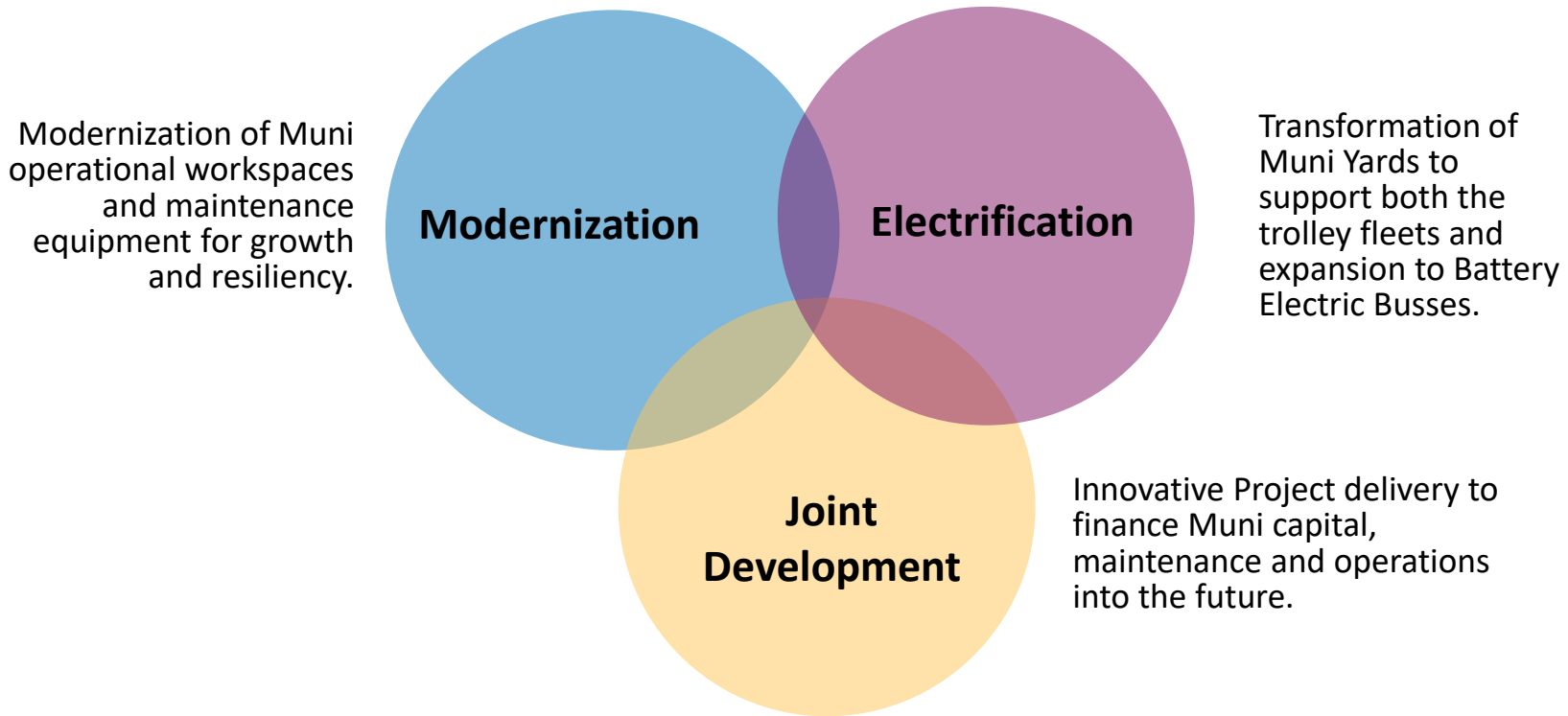
Burke Rehabilitation
Presidio Lifts & Scott Lifts
1200 15th Street PCO HQ
Station Escalators
Operator Restrooms

Facility Condition Assessment (FCA) Program

Implementation of \$200+ million in deferred maintenance and repairs

BUILDING PROGRESS
Modernization Program

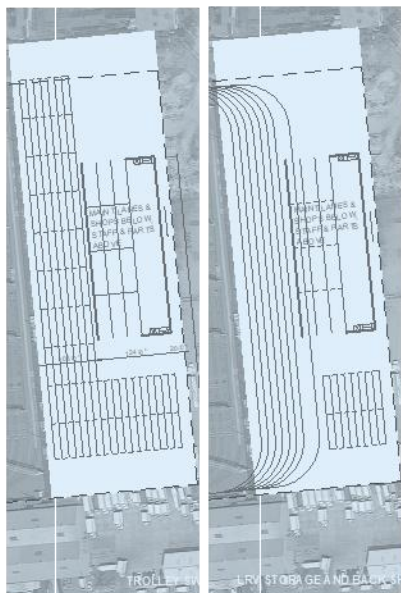
The **Building Progress Modernization Program** is a \$2 billion+ capital program designed to meet the current and future facility needs of the SFMTA.



BUILDING PROGRESS Modernization Program

MME

Construct temporary bus yard to serve as swing facility during modernization projects



Project at 100% design

Potrero

Rebuild as multi-level trolley and motor coach facility with private development above



Predevelopment
Agreement Phase

Presidio

Rebuild as multi-level trolley and motor coach facility with private development adjacent



Planning/Site Programming

Kirkland

Modernize as a new Zero Emission Bus Facility



Planning



BUILDING PROGRESS

Potrero Yard Modernization Project



A LOOK AT POTRERO YARD

Before
COVID-19



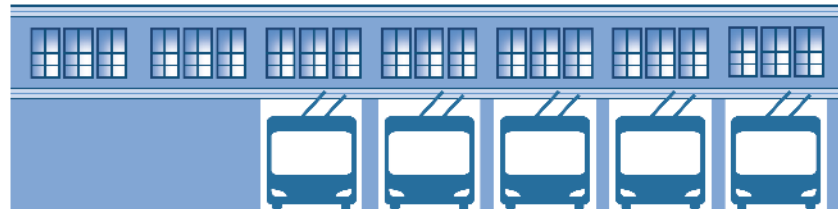
102,000

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

Existing Facility



Future Facility



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

Core Transportation Objectives

Rebuild and modernize Potrero Yard **by 2026**

Provide infrastructure for **battery electric buses**

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

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

Site/Housing Objectives

Enhance architecture and urban design

Enhance streetscape to ensure public safety and reduce conflicts

Maximize housing, including at least 50% affordable and up to 100% affordable

Commitment to:

A responsible public investment

Inclusive and transparent stakeholder engagement

Leadership in sustainability

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Potrero Yard Modernization Project

On Nov 1, 2022, the SFMTA Board of Directors approved awarding the final Potrero Yard Modernization Project Pre-Development Agreement (PDA) to the selected developer team and partners:

- **Lead Developer:** The Potrero Neighborhood Collective, LLC
- Plenary Americas US Holdings Inc. is the sole **equity member**
- **Affordable Housing Developer:** Mission Economic Development Agency, Young Community Developers, Inc., and Tabernacle Community Development Corp.
- **Housing Developer:** Presidio Development Partners, LLC and Tabernacle Community Development Corp.
- **Design Consultant:** IBI Group, Y.A. studio
- **Construction Management Consultant:** Plant Construction Company, L.P., The Allen Group LLC
- **Infrastructure Facility Management Consultant:** WT Partnership



Potrero Yard Modernization Project

The project is being developed and constructed as a **Design-Build-Finance-Maintain (DBFM) project**.

- PDA phase will entail development and negotiation of *the final project agreement* with developer team to construct, operate, and maintain the facility
- Long term payments begin *after substantial completion* as “availability payments” in the SFMTA operating budget. These will be for 30-years, after an initial payment set in the final project agreement.
- During the PDA Phase, the Lead Developer is required to include a “fixed budget limit”

The **Fixed Budget Limit** is the maximum anticipated sum for the design and construction costs for the Bus Yard and the SFMTA’s pro rata share of:

- the design and construction costs for the Common Infrastructure,
- the SFMTA’s pro rata share of the Infrastructure Maintenance Costs
- The pro rata share predevelopment costs.

Potrero Yard Modernization Project

The **Fixed Budget Limit can be modified during the PDA phase** – terms are included in the final PDA Agreement.

- The current fixed budget limit is \$391.6 million – this is not the final complete project cost.
- Changes may occur if:
 - The SFMTA changes the **technical requirements** (scope)
 - There are **unknown conditions**
 - **Changes to applicable laws**
 - Adjustments to budget **allowances**
 - Adjustments to **construction escalation and insurance.**

Budget Allowance guidelines were included and will be priced during the PDA Phase. These include:

- Construction Escalation
- Insurance Costs
- Items requiring additional design or development
- Emerging technology
- Iterative designs

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Potrero Yard Modernization Project – Technical Proposal

BUS YARD

Three levels plus mezzanine above ground floor, partial basement, approx. ~600,000 gsf, satisfying operations and maintenance requirements

HOUSING

The proposed housing development consists of a total of 575 units, approx. ~500,000 gsf, 100% of which meet the definition of affordable housing in the project's technical requirements.

The proposed housing consists of **four (4) separate housing elements**:

- **Low income (3)**: Three of these housing elements are designated as low-income housing (for households at 80% of AMI or below) and divided as follows: a senior housing element containing approximately 96 units which face Bryant Street, and two family housing elements that each contain approximately 90 to 100 units and are situated above the bus yard along the western portion of the project.
- **Moderate income (1)**: The fourth element is moderate income housing (for households at 81% to 120% of AMI), containing approximately 280 units which are situated above the bus yard along the eastern portion of the project. This proposed housing is subject to any modifications made pursuant to the change provisions in the PDA.

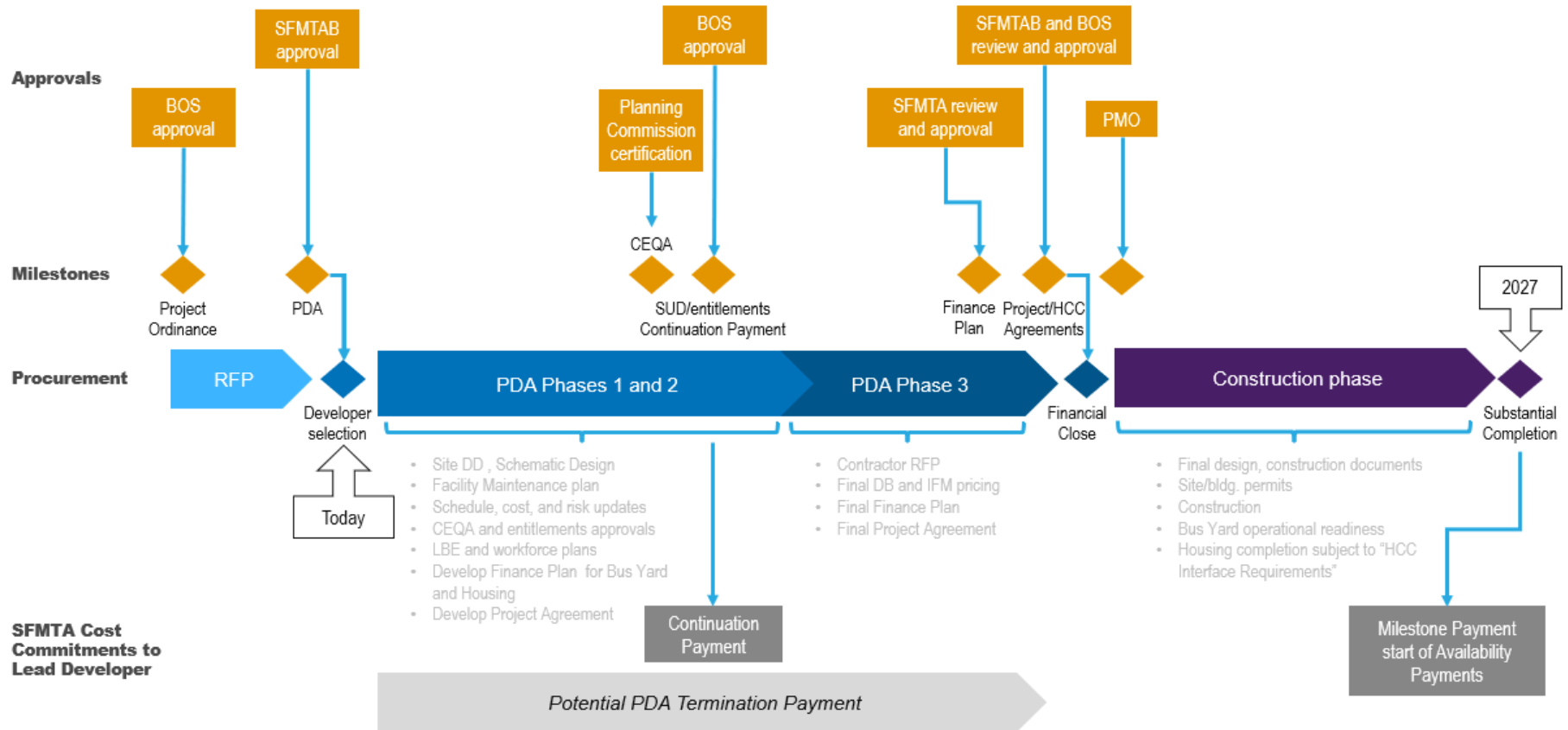
COMMERCIAL

- **Community uses intended for small businesses and community uses**, approx. ~10,000 gsf

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Potrero Yard Modernization Project -- Program Overview

The critical path after approval of the PDA, is to advance toward certification of the Environmental Impact Report (EIR) and entitlements. First, we will spend a few weeks building the team with our selected partner.



An aerial photograph of a large bus depot, showing numerous buses parked in rows. The image is overlaid with a semi-transparent blue filter. In the center, the words "Thank You." are written in a large, white, sans-serif font. The background shows utility poles and buildings in the distance.

Thank You.