



SFMTA

Building Progress: Potrero Yard Neighborhood Working Group

October 14, 2025 | Meeting #51



Detailed Agenda

1. Member & SFMTA Announcements — 10 minutes
2. Bus Yard Updates – 60 minutes
3. Community Engagement Update – 10 minutes
4. Next Steps — 5 minutes
5. Public comment - members of the public who wish to participate in the meeting virtually will be placed on mute, regardless of joining via video or by phone, until the Public Comment section.



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Member and SFMTA Announcements

John Angelico, SFMTA



Announcements: Working Group

Working Group members, please share upcoming events or activities with the Working Group, SFMTA, and PNC.

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SFMTA Update

- Today Governor Newsom signed legislation for a regional transit sales tax measure to go on the 2026 ballot. Senate Bill 63 allows San Francisco to pursue a one-cent increase to maintain Muni.
- The regional measure will not fully provide the revenue needed to maintain Muni service. A local funding measure is also being discussed to close the gap, as well as cost reductions/efficiencies.





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Bus Yard Updates

Chris Lazaro, SFMTA
Chris Jauregui, PNC



Path to Feasibility Overview

During the September 2025 Working Group meeting (Sept 30) and Project Update Meeting for CBOs (Oct 1), the team presented updates on the project design.

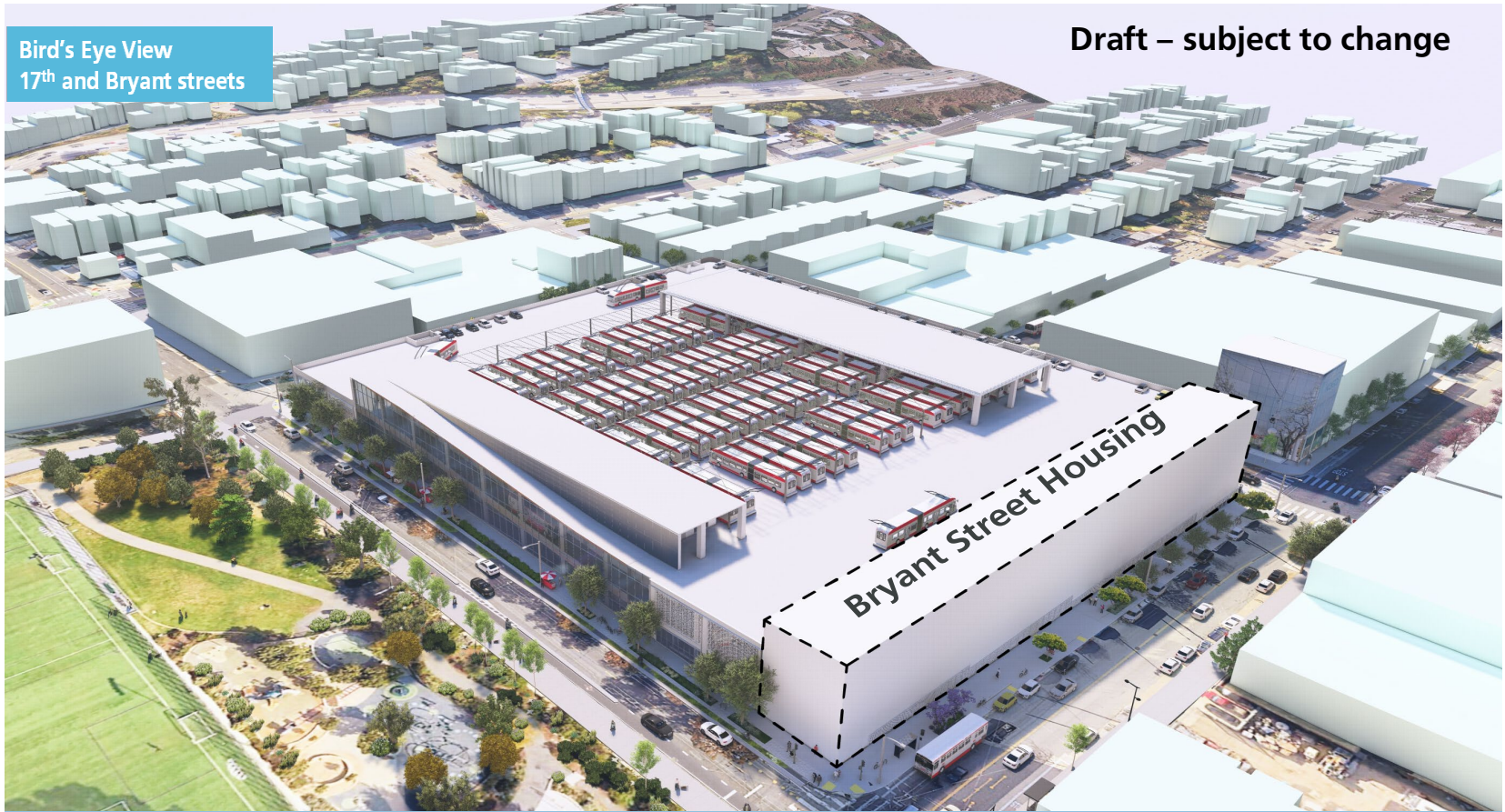
Proposed changes are prompted by current economic conditions, initial design-build pricing, and a price reduction process that was announced during the June 2025 Working Group meeting.

The SFMTA and PNC are looking for a path to make this project feasible and are faced with extremely difficult decisions.

Current Project Proposal

Bird's Eye View
17th and Bryant streets

Draft – subject to change



Changes being considered from the Entitled Project Include:

- Removing the podium and roof (eliminates the option for housing and paratransit operations above the bus yard – retains approximately 100 units of housing on Bryant St)
- Reducing the size of the basement and mezzanine levels
- Removing operations and maintenance from the deal structure

Path to Feasibility: Input Received

Working Group & members of the public provided the following questions:

- Do trolley bus operations and maintenance activities need to be located at Potrero Yard to meet the city's overall transit needs?
- What is the amount of funds needed to build housing above the bus yard?
- Can you build the podium housing later?
- What are the options for the Working Group to support fundraising efforts to cover the cost of a podium structure?
- Can PNC retain onsite housing as 100% affordable and what is the timing to build on-site housing?
- Could alternative ground floor uses generate enough revenue to pay for the cost of a podium structure?
- What is the status of a public restroom being included in the project design?
- What are the potential noise and light impact of an open-air facility on the surrounding area?
- How is the existing Small/Disadvantaged Business Enterprise Plan impacted?

BUILDING PROGRESS

Do trolley bus operations and maintenance activities need to be located at Potrero Yard to meet the city's overall transit needs?

The Potrero Yard is key to delivering reliable and safe transit for Muni riders.

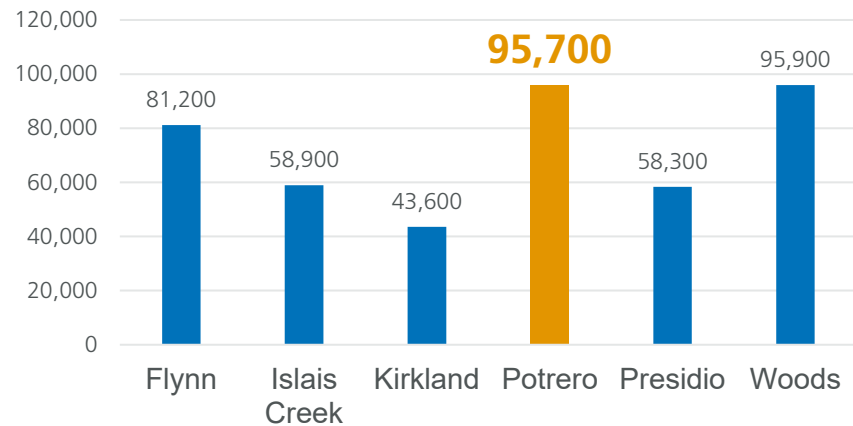
- Ongoing operational savings from having a **centralized location**
- Our facilities planning process prioritizes creating higher density at **existing locations vs. seeking new** land opportunities
- **Costs** continue to increase – pivoting to a new site loses the critical element of time
- Constructing a new yard now allows us to meet transit needs without building a new temporary facility. Even with current ridership, we will need to **utilize existing facility** at 1399 Marin as a satellite to maintain current capacity levels.

Potrero's Role in Delivering Service

Ridership

Second-highest ridership in Muni system. Average of 95,700 weekday riders (~22% of bus weekday ridership)

Boardings by Bus Divisions

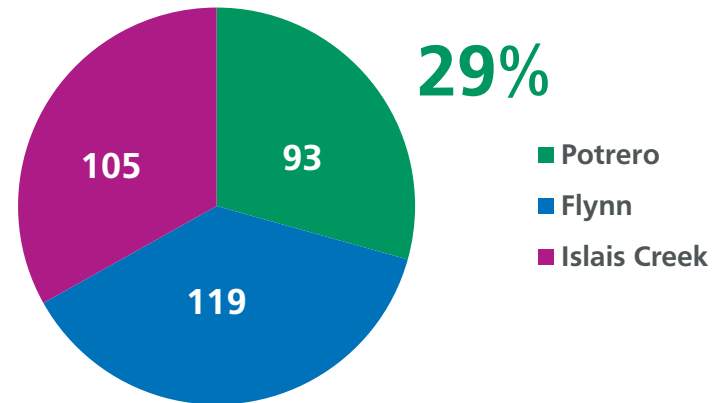


Only facility for 60-ft trolley buses

Articulated Fleet (60-ft buses): carries about half of Muni's bus riders.

Potrero is the only facility with infrastructure to maintain 60-ft electric trolley buses (29% of total 60-ft fleet of trolley and hybrid diesel buses).

60-ft Bus Fleet (Trolley & Hybrid Diesel)



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Muni Rider Impacts

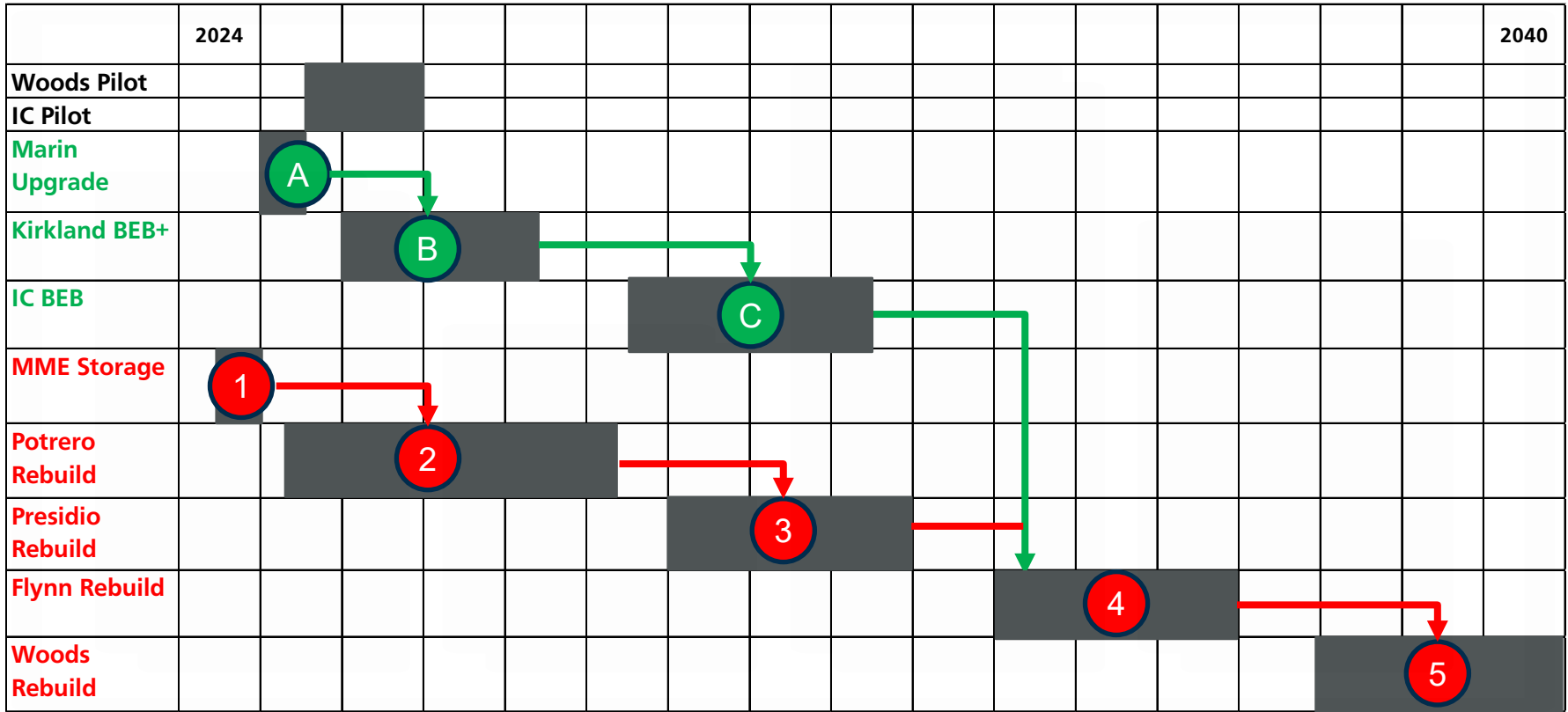
If Potrero is closed permanently and not rebuilt, riders would face the following impacts indefinitely:

- **Service capped:** Service would be capped at current capacities, no room for growth at other existing facilities.
- **Smaller buses:** Fewer articulated buses available for service. Some high ridership routes would be forced to have a mixed fleet of 40-ft and 60-ft buses.
- **Limited special event services:** The available fleet for special events or major construction projects would be limited.
- **Fewer trolley buses in service:** Electric trolley buses are some of the quietest, cleanest vehicles we have in our current fleet and have the best performance over the city's hills.



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Facilities Planning: 2024 Facilities Framework



Source: Zero-Emission Vehicle Rollout Plan

LEGEND

- Time Duration
- Construction
- Project Sequences
- A → BEB
- 1 → Rebuild



What is the amount of funds needed to build housing above the bus yard?

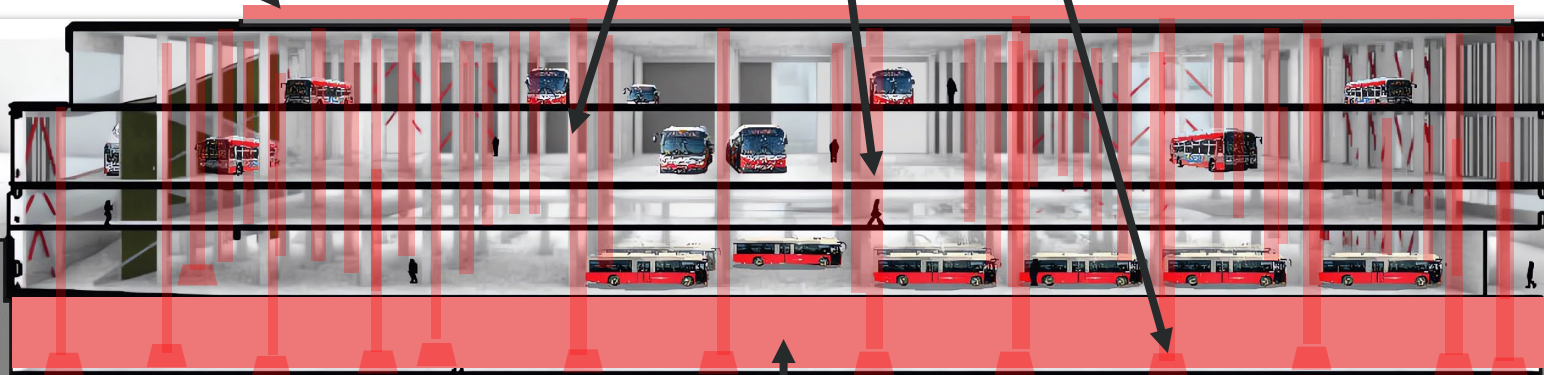
- Podium costs include roof, structural enhancement and basement
- **\$140M to \$175M** — Total cost financed over 30 years
 - Includes **\$70M Design & Construction costs** plus financing
 - **Financing cost** is time-related: Early reimbursement from developer = less financing incurred by city

'Podium' Components

Total Cost = \$140M–175M (\$70M Design and Construction costs plus financing over 30 years)

Roof: Five-foot concrete pad

Structural Enhancement: Added strength throughout building with deeper footings, more robust columns and supports



Basement: Full-size depth and footprint to support building & housing systems

Can the podium be built later?

- Certain components required to accommodate the proposed 365 units above the yard **cannot** be built later (e.g. basement, added structural integrity)
- **Retrofitting later would negatively impact transit**
 - Retrofit needs: Excavation to create deeper footings, retrofit columns, build reinforced roof
 - Transit impacts: Bus operations and maintenance would be heavily impacted, which Muni service cannot absorb
- Costs to design and construct the podium only increase with time, making future housing infeasible
 - Cost-per-unit becomes too high

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What are the options for the Working Group to support fundraising efforts?

- We appreciate any efforts to identify additional funding sources, keeping in mind the project's time constraints.
- The Mayor's Office of Housing and Community Development (MOHCD) is already committed to supporting Bryant Street affordable housing.
- Future letters of support to accompany MY-T's funding applications to state programs (AHSC).

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Can PNC retain onsite housing as 100% affordable and what is the timing to build onsite housing?

The city and MY-T (affordable housing developer) agree that **removing the strengthened podium over the bus yard would not impact the ability to build the approximately 100 units of affordable housing** along Bryant Street.

Bryant Street Housing is anticipated to start construction after the site is ready and funding is received, no sooner than 2028. Prior to constructing housing, MY-T will:

- Update housing design
- Conduct contractor procurement
- Secure funding for design and construction costs

Could alternative ground floor uses generate enough revenue to pay for the cost of a podium structure?

- There is minimal space available on the ground floor for alternative uses. The site must accommodate the storage, movement, and maintenance of 246 trolleybuses, which does not allow for substantial space for additional alternative uses on the ground floor.
- Under the proposed design changes, some basement uses have been relocated to the ground floor. A smaller basement is anticipated to reduce construction costs and time needed to build the yard.
- The cost of the structural podium far outweighs revenue that could be generated by an alternative use in the limited space available for retail.

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What is the status of a public restroom being included in the project design?

The team has retained the public restroom near Franklin Square to serve parkgoers and the public at large. The public restroom is designed to be built as part of the bus yard scope.

Additional public amenities retained include:

- Community Room — meeting space accessible by the public with advanced reservations.
- Streetscape Improvements — including widened sidewalks, enhanced landscaping, and improved crosswalks.
- Upgraded Bicycle Lanes — upgrades the 17th Street Bikeway between Bryant Street and Hampshire Street to Class IV with protected and widened bicycle lanes.
- Bicycle Parking — provides Class 1 staff bicycle parking (long-term parking) and Class 2 short-term bicycle parking.

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What are the potential noise, light, and air particles impact of an open-air facility on the surrounding area?

In 2024 the SF Planning Commission adopted the project's CEQA findings and certified the Final Environmental Impact Report (FEIR). These items looked at several potential environmental impacts including but not limited to noise and air quality.

The FEIR studies looked at potential impacts for both the refined project (with housing above the yard) and the paratransit variant (open-air facility with up to 160 paratransit vehicles maintained on the roof).

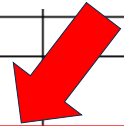
A Mitigation Monitoring & Reporting Program (MMRP) was created to mitigate identified environmental impacts. PNC and its contractor will adhere to all mitigation measures in the MMRP (summary on next slide).

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What are the potential noise, light, and air particles impact of an open-air facility on the surrounding area?

PNC and its contractor will adhere to the MMRP requirements, including:

Table 1: Adopted Mitigation Measure	Prior to the start of Construction*	During Construction**	Post-Construction or Operational	Compliance with MM completed?
Mitigation Measure M-CR-1a: Documentation of Historical Resource	X	Highlighting the Mitigation Measures related to Noise and Air Quality		
Mitigation Measure M-CR-1b: Salvage Plan	X			
Mitigation Measure M-CR-1c: Interpretation of the Historical Resource	X			
Mitigation Measure M-CR-1d: Oral Histories	X			
Mitigation Measure M-TCR-1: Tribal Cultural Resources Preservation and/or Interpretive Program	X		X	X
Mitigation Measure M-NO-1: Construction Noise Control	X	X		
Mitigation Measure M-NO-2: Vibration-Sensitive Equipment at 2601 Mariposa Street (KQED Building)	X	X		
Mitigation Measure NO-3: Fixed Mechanical Equipment Noise Control for Building Operations	X		X	
Mitigation Measure M-AQ-1: Off-Road Construction Equipment Emissions Minimization	X	X		
Mitigation Measure M-AQ-3: Emergency Diesel Generator Health Risk Reduction Plan	X		X	
Mitigation Measure M-WI-1: Design Measures to Reduce Project-Specific Wind Impacts	X			
Mitigation Measure M-GE-6a: Inadvertent Discovery of Paleontological Resources	X	X		
Mitigation Measure M-GE-6b: Preconstruction Paleontological Evaluation for Class 3 (Moderate) Paleontological Sensitivity Sediments during Construction	X	X		



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How is the existing Small/Disadvantaged Business Enterprise Plan impacted?

A Small Business Enterprise / Disadvantaged Business Enterprise (SBE/DBE) Plan was approved by the Board of Supervisors in December 2024. [This plan](#) includes:

- SBE and DBE participation goals
- SBE set-asides for specific scopes of work, including trucking
- Required outreach and reporting protocols for PNC and its general contractor
- Statement confirming that SF Local Business Enterprises (LBEs) are considered to be SBEs

The existing SBE/DBE Plan applies to the new design for Potrero Yard Modernization Project. PNC and CCO are working to update the SBE/DBE Plan following the recently released Interim Final Rule on the DBE and ACDBE program (Federal Register, Docket No. DOT-OST-2025-0897).





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Community Engagement Update

John Angelico, SFMTA



Upcoming Community Meetings

The team is committed to being transparent with public about the proposed project changes. The SFMTA and PNC will update the public at:

Date	Outreach	Audience	Format
October 15, 2025	Public Meeting	General Public	In Person
October 16, 2025	Public Meeting	General Public	Virtual
October 18, 2025	Potrero Hill Festival	General Public	In Person



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Community Project Update



Project Update: Potrero Yard Modernization Project
Actualización del Proyecto de Modernización de Potrero Yard



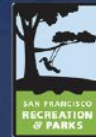
IN PERSON/EN PERSONA

Wednesday, October 15, 2025
Miércoles, 15 de Octubre de 2025

5:00 pm–7:00 pm

Mission Arts Center – 745 Treat Avenue, SF

Childcare and Dinner provided.
Cuidado de niños y Cena proveído.



VIRTUAL

Thursday, October 16, 2025
Jueves, 16 de Octubre de 2025

5:30 pm–7:30 pm

Register for details:
Regístrese por detalles:



SFTMA.com/PotreroUpdate

Registration for virtual meeting available at [SFMTA.com/PotreroUpdate](https://www.sftma.com/PotreroUpdate).
Invitations were mailed to 900 ft. radius of the bus yard.



Next Working Group Meeting

The next Potrero Yard Neighborhood Working Group meeting is scheduled for Tuesday, December 9, 2025.

We do not anticipate substantial updates to be available any sooner as Webcor will be in the process of pricing the proposed project changes with pricing provided by subcontractors.



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Public Comment

John Angelico, SFMTA



Public Comment

- Do any members of the public wish to comment?
- If you are joining via a computer, please use the raise your hand feature and we will unmute you.
- Joining by phone? We will unmute folks one at a time and call out the last four digits of your phone number.
- Please state your name and organizational affiliation.

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SFMTA.com/PotreroYard

