

Potrero Yard Neighborhood Working Group Meeting #50 Minutes
September 30, 2025, 5:30 p.m. to 7:30 p.m.
In-person Virtual & Hybrid Meeting via Microsoft Teams

Note – The meeting minutes capture the overall tone of the group’s discussion and is not meant to be an exact transcription.

Members Present:	PNC Staff:	City Staff:
Amy Beinart	Chris Jauregui	Bonnie Jean von Krogh (SFMTA)
Christian Howes *	Jennifer Trotter	Caroline Cabral (SFMTA)
Christian Vega *	Elaine Yee *	Chris Lazaro (SFMTA)
Claudia DeLarios Morán *	José García	John Angelico (SFMTA)
Ed Hatter	Myrna Ortiz	Judson True (SFMTA)
Erick Arguello *	Seth Furman	Robert Baca (MOHCD)
Heather Dunbar *	Warren Ritter *	Supervisor Shamann Walton *
James Bryant	Clem Clarke	
Jolene Yee *		Members Not Present:
J.R. Eppler *		Shellena Eskridge
Karolina (youth member) *		Peter Belden
Mary Travis-Allen *		Raven McCroey
Roberto Hernandez *		
Scott Feeney *		

(* = virtual)

Members of the Public:
Aleena Galloway
Ron Mitchell
Janice Smith
Oscar James

Purpose of the meeting

The purpose of the meeting was to share Agency updates, project updates, and community engagement plans.

Item 1. Welcome

John Angelico: (Slides 1-2) Welcomed the Working Group and presented the meeting agenda.

Item 2. Member and SFMTA Announcements

John Angelico: (Slide 3) Introduced Member and SFMTA Announcements.

John Angelico: (Slide 4) Invite Working Group members to provide announcements of upcoming events, activities, programs, etc.

- Ed Hatter: Potrero Hill Festival 50th anniversary on Saturday, Oct 18, 11 a.m.–4:00 p.m. Come and enjoy the party.
- Scott Feeney: Friday evening at 6:30pm, I'm organizing a panel to learn about the campaign in social housing in Seattle, and how to bring social housing to San Francisco with expanded ways to finance and build affordable housing. It'll be at 518 Valencia in the Mission. RSVP: <https://actionnetwork.org/events/municipal-social-housing-panel>

Bonnie Jean von Krogh: (Slide 5) SFMTA CFO Bree Mawhorter recently provided a budget update about the projected gap we're facing. The projected annual budget deficit was lowered from \$320M to \$307M, starting July 1, 2026.

State Sen. Wiener is championing a regional revenue measure to support transit operations in the Bay Area (SB63)

- It passed both the state assembly and senate.
- The bill is currently at the governor's desk awaiting signature.
- With the governor's approval, MTC would place the measure on the [2026] ballot.

Even if the regional revenue measure is approved, there would still be a gap in the operating budget. We're looking at reducing expenses to close this serious operating deficit. That's the lens that we're looking at everything including this project.

- James Bryant: A lot of us have been asked to contact the governor about supporting additional funding. Do you have a sense of where the governor is on this?
- Bonnie Jean: No, but we're hopeful the governor will support this.
- Ed Hatter: Can you give cost saving examples?
- Bonnie Jean: Some of the ways we've looked at costs: The SFMTA is focused on fiscal discipline, saving \$120 million per year through a hiring freeze, consolidating functions and reducing management. We also have saved \$7 million through Muni service adjustments in summer 2025 without eliminating any routes.

Item 3. Bus Yard Updates

John Angelico: (Slide 6) Notify Working Group that the SFMTA and PNC are in active negotiations yet trying to be as transparent as possible on this project. Introduced Chris Lazaro from the SFMTA (project director) and Chris Jauregui from Plenary Americas (vice president).

Chris Lazaro: (Slide 7) As was mentioned, we are facing some difficult challenges as we try and move this project forward. The bus yard is critical infrastructure and serves the community through active transit service. Being able to deliver this yard in a timely and affordable manner is important because of earthquake safety. It's an old facility -- we need to address that quickly. This new facility will also provide efficient and functional bus maintenance and repairs to get buses back on the street and in service as quickly as possible.

Chris Lazaro: (Slide 8) Provided an overview of milestones reached on the project including secured entitlements, completed environmental review, selected a general contractor (Webcor), received initial pricing the build the bus yard, and conducted public outreach.

Chris Lazaro: (Slide 9) Reviewed the entitled project. The proposed project (image on left) includes a bus yard that supports Muni's electric trolleybus fleet and includes housing on Bryant Street and on top of the bus yard. Because the housing throughout the project and especially on podium, is subject to funding availability we also entitled a paratransit variant (image on right). Both options include pedestrian and bike improvements all around the yard.

Chris Lazaro: (Slide 10) This is a critical juncture in the project. We are in the final pricing stage for the bus yard and are facing significant financial pressures. The SFMTA and PNC are looking for a path to make this project feasible.

Chris Lazaro: (Slide 11) Construction materials, labor and logistics prices are going up. Interest rates remain high, especially in comparison to the level they were when we started this project 6 years ago. Our budget deficit is growing, and available funding sources are low. Federal funding is hard to come by, and we are now facing a shutdown of the federal government.

With these challenges, we have been focused on 1) lowering the cost of design and construction, and 2) reaching an affordable price for both milestone payments and long-term annual payments.

Chris Lazaro: (Slide 12) These economic conditions are facing the nation and are especially impactful in San Francisco. This chart depicts the cost of construction materials in the U.S. and San Francisco over the past 10 years. The red arrow is where we started in 2018 at which time prices are about the same nationwide and here locally. We're now seeing the persistent increase in cost significantly higher here in SF than the rest of the country.

Chris Lazaro: (Slide 13) We also have a deadline looming with our partnership with PNC which continues through March 31, 2026 (predevelopment agreement). We are grateful to work with them. We need to reach the SFMTA Board and Board of Supervisors approved project agreement before the PDA expires. As ridership recovers from the pandemic, we need to have a modernized Potrero Yard in place to grow our fleet as the ridership demand rises. I want to emphasize that without reaching the project approval, we are in danger of not delivering this project.

- Bonnie Jean: I saw that Supervisor Walton has joined the meeting and want to recognize his attendance. Thank you, Supervisor Walton, your work on this project with the SFMTA and the city.

Chris Lazaro: (Slide 14) Throughout the summer we started a series of steps to reduce the construction price through a process that looks at value engineering, design efficiencies, and ways to reduce administrative costs. This process looks at things like materials selection, square footage, types of equipment used and other ways to bring down cost. Unfortunately, the

cost savings there were realized through this process was not enough to reach an affordable price for the SFMTA.

Chris Lazaro: (Slide 15) We began to look into other ways to cut cost and not every idea works. These are some examples of ideas that were evaluated and the tradeoffs were just too large.

- Taking a level off the yard would reduce construction but reduce bus capacity by a third.
- Shrinking the building sideways, we can see savings but there are too many circulation tradeoffs and compromise building functions
- The project is envisioned to be financed with a 30-year repayment term, and we looked at what would happen if we did a 40-year repayment term. The additional costs were in the hundreds of millions of dollars are so large that that is not the best use of public dollars.
- Even considering market rate would not solve our problems AND the feedback we received shows the preference for affordable. We're committed to enabling that on this site. Our elected officials are advocates for affordable housing and we appreciate that.

Chris Lazaro: (Slide 16) We have to make other major changes to the project to reach affordability. This is the path to feasibility given the timing and economic constraints we face.

Chris Lazaro: (Slide 17) PNC was originally proposed to operate and maintain (O&M) over 30 years. We would welcome that ongoing partnership, but we need to shift O&M back to SFMTA staff. By bringing O&M in house we anticipate seeing significant savings over the 30 years.

Chris Lazaro: (Slide 18) There are also building changes internally that result in savings. We are able to shrink square footage on the Mezzanine (2nd level) by about 44,000 square feet. With this change staff and operational needs are intact as well as the community room.

Chris Lazaro: (Slide 19) Basement is the most expensive part of the building on a square foot basis because of the cost of excavation and shoring. The SFMTA functions would move to other levels.

- The parking spaces for SFMTA's nonrevenue vehicles (NRV) would be relocated and distributed throughout the yard.
- Bike parking will remain onsite and potentially relocated to the first floor.
- Car share parking would be removed.

Chris Lazaro: (Slide 20) The most challenging component of this path to feasibility is the proposal to remove the podium. The podium and related structural supports are needed to support future development — whether that is housing or paratransit operations. Removing the podium eliminates the opportunity to construct on top. Given the significant costs of constructing the bus yard, that is something we are proposing.

Chris Lazaro: (Slide 21) Removing the podium is a difficult decision and it is important to pause and acknowledge that.

- The SFMTA and PNC have spent two years trying to retain podium housing despite market conditions going in a negative direction.
- We tried to maximize housing at Potrero Yard by phasing housing out over time and navigating regulatory requirements by including the paratransit alternative, which would have allowed us to front the cost of the podium.
- The cost of the podium is a key component of the bus yard's unaffordability.

Chris Lazaro: (Slide 22) Podium housing comes with challenges.

- Both affordable and market-rate housing face challenges.
- Development in San Francisco is down without the complexity of building on top of an operating bus yard.
- The Mayor's Office of Housing and Community Development (MOHCD) is committed to supporting the housing on Bryant Street, but the proposed podium housing has no subsidies identified.
- State and federal funding remain difficult to come by without an identified local subsidy.

Chris Lazaro: (Slide 23) The SFMTA and PNC's affordable housing developers (MY-T) agree that the opportunity to deliver Bryant Street housing remains viable. In the previous designs that basement was shared between the bus yard and Bryant Street housing, and the developers would have to pay for their share of the basement. That cost, now, is removed. This simplifies the Bryant Street housing development, making it more feasible to fund. Unfortunately, if we cannot deliver the bus yard, we cannot deliver housing.

Chris Lazaro: (Slide 24) While eliminating the podium is a big cost savings, it was not enough to make the bus yard construction affordable. We are proposing to remove the roof, making the upper deck (4th floor) open-air. The current facility is open-air. There would be some partial roof structure to house mechanical functions (a canopy above bus parking).

Chris Lazaro: (Slide 25) The ground floor currently includes retail space, public restrooms for parkgoers, and SFMTA staff lobby entrances. We are proposing to reduce retail space and eliminate one staff lobby entrance, but the public restrooms would be retained.

Chris Lazaro: (Slide 26) Many public amenities remain on the project including the economic development commitments with Small and Disadvantaged Business Enterprise (S/DBE) Plan is intact, streetscape improvements, bike parking, public restroom, and community room.

Chris Lazaro: (Slide 27) display draft rendering proposed changes. Bryant Street Housing is indicated by a dotted line.

- Q: Is the housing at this point you're still planning to build affordable? Or what is the percentage breakdown of affordable units? (Claudia DeLarios Morán)
 - A: Bryant Street Housing remains 100% affordable (Chris Lazaro and Robert Baca)

- Q: I'm not a fan of 100% affordable housing. Can we blend affordable and market rate housing? (Ed Hatter)
 - A: Market rate housing is not being built in the City right now. We can't afford to wait for the housing market to change because costs for the bus yard will continue to increase. Market rate housing seems like a solution, but it is not. (Bonnie Jean)
 - Ed Hatter: In the long run, 100% affordable housing could become a ghetto.
 - Bonnie Jean: The feedback is to prioritize affordable housing. Our Request For Proposals (RFP) required a minimum of 50% affordable housing units (up to 100% affordable).
 - Ed Hatter: Then you have the wiggle room.
 - Chris Jaregui: This team is committed to affordable housing. The challenges to building on the podium exist regardless of type of housing. The main challenge is building the podium and other structural elements and pegging podium housing as market rate housing doesn't guarantee that a developer will pay the up-front costs with the complexities of building on top of a bus yard.
 - Ed Hatter: If someone develops market rate, they have a better opportunity to pay for that construction on the podium.
 - Chris Jaregui: They would be paying for no guarantees. It's subject to feasibility.
- Q: What's the breakdown in unit type? For example, how many units and is there a dedicated population like senior housing or another type? (Claudia DeLarios Morán)
 - A: Bryant Street Housing is planned to be family housing with a mix of studio to 3-bedroom units. Approx 100 units are planned for Bryant Street Housing. (Seth Furman)
- Supervisor Walton: My office wants to fight to make this 100% affordable. Thank you for remaining steadfast to affordable. Affordable does not equal ghetto. We want to keep it affordable.

Chris Lazaro: (Slide 28) Overview of schedule provided. The predevelopment agreement with PNC is through March. We are working with the team to start the subcontractor pricing process, so we anticipate knowing the final proposed price by December. Then we will seek final approvals from SFMTA's Board and the Board of Supervisors by January and February of 2026.

By February, bus yard operations are planned to be relocated with financial close in late February or early March. After financial close, the SFMTA will have 90 days to vacate the facility, and PNC would take control of the site. The target completion date is 2030.

- Q: My participation has always been focused on affordable, and that's what I want to see at Potrero Yard. The drop from 465 to 100 units of housing is significant. It's a public site and it calls into question what should be done with this public site. Are we sure the SFMTA needs this bus yard? There are other bus yards in San Francisco. But for this parcel, is the best thing to build a baseline replacement bus yard that does not have housing, paratransit, nor the things you're cutting? We're in a situation where we need to look at using public dollars in the best way, not using public money just because the

project started. There's a lot of money and hours in this already, but there is a crisis and there should be an examination on whether this project is worth moving forward. (Amy Beinart)

- A: There is no question that we need this yard to deliver Muni service. Potrero Yard is crumbling, and the lines coming out of Potrero serve a significant amount of our ridership. We have one of the newest, greenest fleets, but the oldest facilities. We can only shut this yard down now because our service is not back up to pre-pandemic levels yet. We need to update our other yards also, but rebuilding this yard to accommodate more trolley buses (246) has always been the main goal of this project. (Bonnie Jean)
- A: Potrero Yard is critical infrastructure – it serves 20% of the ridership in the city. It is most vulnerable to an earthquake and the results of our analysis show: 1. In an emergency that shuts the yard down, transit would be impacted. Also, the costs to rebuild after an emergency is higher than rebuilding before an emergency; and 2. If we pause this project and start over or revisit the scope, then we time ourselves out of affordability. (Chris Lazaro)
- Amy Beinart: Prices go up, but that doesn't mean things become less affordable. Potrero is old and not a good bus yard, but it's a small city. Do we need seven bus yards to serve a seven-mile by seven-mile city? We're about to switch from a great project that costs a ton to a less good project that also costs a lot of money. How do we say "a bunch of money was spent and it's not that good" to the public?
- Q: I understand that eliminating podium is a cost saving for this project, but it's not a cost saving from the city perspective because we would forego additional housing. It's not a saving to not build something we need. San Francisco has to build 46,000 low and moderate housing to meet demand. Losing the potential for these affordable units means the city has to build that somewhere else. I agree that the yard is important infrastructure. My question is how do we help you advocate for funding support (maybe out of the city's general fund or an affordable housing fund)? Are you having conversations with the Supervisors and the Mayor? Can we help you advocate to fund the podium even if it's not by the SFMTA? (Scott Feeney)
 - A: First, we appreciate support for the project and the commitment to affordable housing and the bus yard. The savings needed for this project are significant. As we heard Chris Lazaro say, it is taking removing the podium and roof, making the yard smaller, and more. If it were just one thing, that would be different, but it is piecing multiple things together to make this bus yard affordable. For example, if we don't have housing above the yard, then we don't need as big a basement, space for a housing lobby, nor an elevator for housing. Everything is connected, so it's not as simple as flipping the switch. We are going to go back out to bid to see if we have even achieved the level of cost savings needed. (Bonnie Jean)

Bonnie Jean: The SFMTA has been talking about the cost of the bus facility and financing it over 30 years. We would have milestone payments to pay our developer team, similar to a down payment on a home mortgage. We would also need to make annual payments over time.

Chris Lazaro: During the June Working Group meeting, my colleague at SFMTA, Wade Wietgreffe, presented on the agency's Joint Development policy. As an agency we are continuing to evaluate how we use all our properties and consider how we can provide community needs on these properties. While we cannot say that we're moving forward yet, we're committed to looking forward to opportunities elsewhere.

Erick Arguello: We only support 100% affordable housing.

Mary Travis-Allen: The city prioritizes funding the entertainment zones but we desperately need housing. If we can't provide it, then what is the purpose of this? We knew the price was going up, but we need to fund housing. Our families and communities need it, and it needs to be affordable.

Ed Hatter: I agree it needs to be affordable but I'm looking at the SFMTA; they're the first and that's why all this foundation work is on them, but what other departments could contribute to this?

- Q: This is a working group and not a decision-making body. Is the decision going to be made at the staff level? (Amy Beinart)
 - A: The Project Agreement will go before the SFMTA Board and Board of Supervisors. (Bonnie Jean)
- Q: Will adding more revenue-generating uses like commercial spaces or paid parking support the project? (Christian Vega)
 - A: The commitment has always been to build a bus facility and housing. We never looked at other revenue generators. With any use on the podium, there is additional (reinforced infrastructure support) needed. For podium housing, each project – affordable and workforce housing - would pay a share of that additional infrastructure support) cost. It has to be paid for now. The SFMTA planned to front the cost to be reimbursed in the future and that would have been a risk that the SFMTA would have been taking. (Chris Jaregui)
 - To clarify, my question is: Would it be more appealing if ground level uses could be retail rather than housing to allow us to maintain podium housing. That way the developer could get rent or tax from retail while maintaining affordable housing. (Christian Vega)
 - Retail is not a slam dunk and has challenges. The issue with the podium is consistent if the podium use is low-income housing, workforce housing, or market rate housing. The ask is for a developer to pay upfront for the cost to build the podium and other structural elements and the developer would not be able to build on the podium until there's a podium – four years. (Chris Jaregui)
- Q: Can affordable housing developer pay up front for the cost of podium? (Ed Hatter)
 - A: Any use above the bus yard — including affordable housing, workforce housing, or market rate housing — would need to pay upfront for the cost of the podium.
 - A: MOHCD is focusing our support on just Bryant Street housing, not proposed podium housing. (Robert Baca)

Jolene Yee: I appreciate the complexities of funding the original project and the reasons SFMTA is now changing it. But I'm really surprised at the lack of communication about this drastic change to the project since our last working group meeting. I wish there had been more communication about the struggle and what changes were under consideration prior to today.

James Bryant: I am totally shocked that this building is nothing like it was since our last meeting in May. My concern is you're going to make an ugly duckling, and no one will want to be part of it. You have to have some way to motivate people to join with you. You'll lose people when they see this new project. It's a beautiful city and it costs to live here, but we have to do it right. I think we just took ten steps back.

Bonnie Jean: My team works on communications with PNC. I wasn't at the June meeting, but I know that we started to share some of this by talking about the value engineering process the team was going through to look at affordability. Part of the issue is we are in active negotiations. A lot of the proposed changes happened through the negotiating process when the team started to realize we are not at an affordable price. We still don't have an affordable price, but we wanted to come to you all and say there is a lot being discussed and we need to be transparent and that's our commitment from day one. We're trying to bring this to you at a time when projects are usually silent, but I know it's a major change all at once.

Chris Lazaro: The draft doesn't do a lot of justice to what remains in place. Bryant Street Housing is a dotted line, it doesn't capture what it looks like, nor does it capture the bus yard. My hope is that as the developer and design team get further down the road, and we can commit to a design that is compatible to the community and something we're all proud to have.

Judson True: I know this has been a challenging meeting to hear the news. We wanted to bring this to you as soon as we could. We still want the (approximate) 100 units on Bryant Street to be integral, but we need to articulate how critical Muni service is to the future of San Francisco. People know that buses are important. We have one of the most modern fleets in the US, clean and green, but our facilities are crumbling. It's where buses are maintained, and we get them ready for service. There is a tendency to disassociate bus maintenance yards from service, but we hope you're enthusiastic about the yard and the 100 units of Bryant Street Housing.

- Q: I keep hearing that this bus yard is crumbling. Does it need to be replaced at this location? I do not hear the justification for rebuilding. Could a different yard be expanded to accommodate Potrero Yard's fleet? (Amy Beinart)
 - A: The key is to have efficient service. Even in a compact city like San Francisco we need yards in different places throughout the city. Even if we could move operations to another yard we're increasing the cost of service because we would be spending time and money just to send buses to start their routes. I have been working with Director of Transportation (Julie Kirschbaum), and no one knows Muni service better than her. This type of change would have an impact on both our capital budget, operating budget, and the ability to provide service. I can give more information to make the case. (Judson True)

- Q: Is Supervisor Walton still in the meeting? I'm wondering if he has ideas for how to make up the cost difference. (Claudia DeLarios Morán)
 - A: It looks like he has left the meeting. (Jennifer Trotter).
- Q: What does the "city family" have to say about this reduction in plans? (Claudia DeLarios Morán)
 - A: We've only just started these conversations with supervisors and department partners in the city. There is disappointment to have to go in this direction, as Muni faces an existential financial crisis and if we don't find solutions likely in a November (2026) ballot, we face further reductions. (Judson True)

Scott Feeney: Offered to advocate with Supervisors and the Mayor to secure additional funds so housing can be built above the bus yard. If you want support, you need to work with us. If you are coming to this Working Group with this decision already made, that's unacceptable. Housing is not a nice-to-have, we need housing.

- Q: Are you proposing to take this building to the ballot? (Ed Hatter)
 - A: There will likely be revenue measures on the ballot in 2026 to support transit operations. We have a fiscal cliff. The federal and state support is running out and our funding sources that have supported transit over the years are below pre-pandemic levels, even as we need to bring service back to pre-pandemic levels. Most months we're at 80 percent and 90% on the weekends but we can't sustain that without a different way to fund Muni. (Judson True)
- Q: Are you looking for transportation revenue and the podium is in excess? (Ed Hatter)
 - A: The cost of the project would have had an impact on operations and revenue in the coming years if we cannot get the price down. Scott made a point about advocating for funding the podium now, but if MOHCD doesn't find resources down the line to provide a local subsidy for podium housing then we are paying for housing infrastructure that doesn't actually result in housing. This is a challenging decision to make right now in the face of our financial decisions. MOHCD has other projects they want to fund also, and there are no extra resources available. They are trying to identify resources to meet the housing need here. (Judson True)
 - A: We have a large, active unfunded pipeline. It's a challenging funding climate at the city and state level. We have to make hard decisions. (Robert Baca)
- Q: Is Potrero Yard going to be delayed no matter what? (James Bryant)
 - A: Originally, we wanted to seek approval for the Project Agreement by end of year. This change is pushing that back to Jan/Feb 2026. We're within that timeline. (Bonnie Jean)
- Q: Are negotiations still ongoing? (James Bryant)
 - A: Yes and that negotiations process has an end date because the PDA expires on March 31, 2026. We need to reach an agreement by then. (Bonnie Jean)
 - A: And time is money. We want to get to an agreement and that's our goal. The bus yard construction cannot be something that we can't afford.

- Let's go, is how I feel. I spent too many years in Muni to let this die, but I just want to make sure I can help save the project, and I can only do that if I have communications of what's going on. (James Bryant)
- Q: Can someone please share what the cost savings are from this current plan as compared to the original podium plan? (Jolene Yee)
 - A: The last estimate for the cost of the project was \$560 million. This is still in negotiations, so the initial price provided by contractor is confidential. We don't have the new cost for the proposed changes yet as the contractor will go back to the subcontractor community to get bids on new plans. We believe the price is going to be more than \$560 million so we need to figure out if we can reach a price that is affordable to the SFMTA. It's safe to say we need to make serious considerations on this project. (Bonnie Jean)
- Q: What is the role of the Working Group in this decision? What happens if we say we are not okay with this new plan? (Claudia)
 - A: We've always had a collaborative process with the Working Group throughout the entire project. Many of you have been here since the end of 2018. What's facing us now and the challenge we are seeing is that we have this project concept that we have community support for but we're seeing that it's not within the affordability limit of the SFMTA. The cost needs to be lower. We don't have much time left within the PDA timeframe. It ends at the end of March. We have time and cost pressure, and that leaves less time for an extended process of thinking about this. We need to make decisions. We are hearing what you're saying tonight and what you're saying about being ready to step up and advocate, and we can continue to have conversations, but from the SFMTA perspective, we don't want to lose the opportunity to build a bus yard.

Item 4. Community Engagement Updates

John Angelico: (Slide 30) Provided an overview of upcoming community meetings including a meeting with community-based organizations (CBOs), public meetings, a community festival, and yard staff engagement.

Date	Outreach	Audience	Format
October 1, 2025	Project Update Meeting	Community Based Organizations	Hybrid (in person and virtual)
October 7, 2025	Inreach	Yard Staff	In Person
October 9, 2025	Inreach	Yard Staff	In Person
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

John Angelico: (Slide 31) Provided details of public meetings on October 15 (at Mission Arts Center) and October 16 (virtual/online).

John Angelico: (Slide 32) Announce that the next Working Group meeting is scheduled for October 14 but it's too soon since there will be no pricing updates from contractors. Plan to regroup in November or December after the general contractor provides pricing updates.

Bonnie Jean von Krogh: (Slide 32) Although there will be no new information from the contractor by October 14th and we will be planning for public meetings, does the Working Group want to meet on October 14th?

- Amy Beinart: If SFMTA can provide justification for keeping bus maintenance activities at this site by Oct 14th and can share ahead of time, it would be something I would like to discuss.
 - We can try to have analysis shared back by then. (Judson True)
- Ed Hatter: I recommend November or October in case we can have a eureka moment.
- Q: Who makes the decisions on additional changes before it comes back? (James Bryant)
 - A: SFMTA leadership and stakeholders. (Judson True)
 - A: Our Director of Transportation, Julie Kirschbaum, will review before it goes to the SFMTA Board. (Bonnie Jean von Krogh)
- Q: Can you please clarify what the role of the working group is in this decision? It sounds like we have zero say here but I'd like that confirmed. (Claudia)
- Scott: I favor keeping the October 14th meeting especially because we don't have a concrete figure for how much money this podium removal is actually saving. We need to talk about this more.
- Ed Hatter: We won't have a concrete number by October 14.
- Judson True: It's at a scale significant enough to be having this conversation. While we don't have a specific number, it's enough to be making this decision. If we thought we could make it work, we would because we know how much everyone here and other community members have put into this. It's a vision we'd love to achieve but we can't afford it. It's in the significant of millions of dollars. One thing to remember, it's hard to

have a number because also we have to pay for financing over time. There's a hard cost that's hard to dissociate from other financing costs. It's going to cost more because we pay over 30 years.

- Mary: There's lessons to be learned. We have to be in this conversation that was the whole idea to combine a bus yard and housing, and why you brought the community in. The community knows there's an emergency if people can't afford to live here. This proposal is intended to be replicated and I think certain things from the top administration has trickled down, it was hard to forecast that cuts would be so drastic. Communities have been promised housing, and it is being taken away so its hard to rebuild trust.

Item 5. Public Comment

- Q: I say put it on the ballot. I have people who will vote. I am a native resident and homeowner. We need to guarantee people in the community can stay in the city. What happens to the people for below market rate (BMR) housing? (Oscar James)
 - A: MYT is looking at 80% Area Media Income (AMI) or below. (Seth Furman)
 - A: The range will be 30% to 80% AMI. (Robert Baca)
 - A: The actual income eligibility will depend based on household size and income (Myrna Ortiz)
- Q: Is the housing on Bryant Street designated as below market rate?
 - A: The below market rate program does not apply here since these are rentals. This project is affordable rental housing. (Robert Baca)
- Q: How do you make sure the business community is being taken in consideration of these decisions? (Arande Sterling)
 - A: There is an Small Business Enterprise / Disadvantaged Business Enterprise (SBE/DBE) plan. The value engineering and price reduction process does not change the SBE/DBE Plan. That plan has always been for the bus facility only, and not for housing. (Chris Jaregui) ([Potrero Yard Modernization Project Bus Facility Final Small Business Enterprise/Disadvantaged Business Enterprise \(SBE/DBE\) Plan, December 2024](#))
- Q: You presented that your contractor is going to be reaching out to subcontractors for pricing but you are already talking about pricing? (Arande Sterling)
 - A: Our selected general contractor, Webcor, was selected earlier this year and got early estimating from subcontractor feedback. They have not gone out to the subcontractor market since then because of the confidentiality requirements during the value engineering process. There has intentionally been no engagement with subcontractors on the revised design because we want to be very clear on the scopes of work that we are asking subcontractors for pricing. Once Webcor gets the green light to start pricing, they will have a kick-off with perspective subcontractors and will include updated design, timelines, and other details. (Chris Jaregui)
- Q: Are you holding Webcor accountable? (Arande Sterling)

- A: Yes, we are holding them accountable to the SBE/DBE Plan requirements which includes outreach. That plan was approved last December. (Chris Jaregui)
- Q: Would like to invite you to the Tuesday meetings 8A M to 10 AM at 1515 SE Community Center. I'd like to get your business card. (Arande Sterling)
- A: Confirmed will provide contact information. (Chris Jaregui)

Jennifer Trotter: Tomorrow we have a project update meeting with CBOs. We know that the LBE community wants to be part of these conversations and the invitation for the Project Update meeting with CBOs has gone out to LBE and micro-LBE community groups. The meeting will be at 12 PM tomorrow at Sports Basement on Bryant Street across from the Potrero Center.

James Bryant: I want to thank Judson and Robert for coming. Please keep us posted because you have to have people to fight with you to get this done. If there is information you can give, please let us know and maybe we can help.

- Q: Is Webcor in the room? If not why? Is PNC in the room? If not, why not? I went to the Hyper-Local meeting, and that's how I found out about today's meeting. (Evangela Brewster)
 - A: PNC is in the room — it's myself, Chris Jaregui, and Jennifer Trotter from Plenary Americas, the Lead Infrastructure Developer. PNC is a collective of organizations. Infrastructure, housing (including MY-T who is the affordable housing developer), and architect teams. Our contractor, Webcor, is not yet on board. Our obligation is to bring on a contractor through a competitive process. Webcor was not involved in design, entitlements, or environmental review processes. We need to work with them on the value engineering process and then Webcor will engage with the subcontractor community on pricing while following the SBE/DBE plan. (Chris Jaregui)
- Q: I would love to know who everyone on this team is. (Evangela Brewster)
 - A: Brief introduction provided. The SFMTA team includes: Bonnie Jean von Krogh is Public Affairs Manager, John Angelico and Caroline Cabral are Public Information Officers, Chris Lazaro is the Project Director, and Judson True is Chief of Staff and External Affairs. We have done public outreach since 2018 with over 150 event touchpoints. This is our 50th Working Group meeting, which was founded in 2018.
- Q: Is this the first project of its kind to build housing with public transit? Are we modeling off of anything that could help guide us through this process. (Name not provided)
 - A: We believe this is the first example of housing above a working bus facility in North America, and we also think first world-wide. There's some examples of housing above rail stations in Europe and Asia. (Judson True)
 - A: Early on we talked to a number of other agencies internationally to look at other models and learn from other countries. (Bonnie Jean von Krogh)

Meeting ended at 8:32PM.