

## Potrero Yard Neighborhood Working Group Meeting #53 Minutes

February 10, 2026, 5:30 p.m. to 7:00 p.m.

### Virtual 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.

<b>Members Present:</b>	<b>Members Not Present:</b>	<b>City Staff:</b>
Amy Beinart	Jolene Yee	Bonnie Jean von Krogh (SFMTA)
Christian Howes	Karolina (youth member)	Caroline Cabral (SFMTA)
Christian Vega	Manuel Santamaria	Chris Lazaro (SFMTA)
Claudia DeLarios Morán	Martha Ryan	Joél Ramos (SFMTA)
Edward Hatter	Raven McCroey	Tim Kempf (SFMTA)
James Bryant		
Magda Freitas	<b>PNC Staff:</b>	<b>Webcor Staff:</b>
Mary Travis-Allen	Chris Jauregui	Gordon Gangitano (Webcor)
J.R. Eppler	Jennifer Trotter	Drew Guenzer (Contigo)
Peter Belden	Myrna Ortiz	Iris Martin Lopez (IRML)
Roberto Hernandez	Seth Furman	
Scott Feeney	Todd Clayter	
	Mara Rosales	
	Miguel Galarza	

Members of the public attended including Kevin Lau, Shawn Amores, David Banks (Royalty Pro Paint), Kevin (Majestic Construction)

**Purpose of the meeting:** Discuss project updates.

#### Item 1. Welcome

Bonnie Jean von Krogh: (Slides 1–2) Welcomed the Working Group and presented the meeting agenda.

#### Item 2. Member Announcements

Bonnie Jean von Krogh: (Slide 3) Introduced Member and SFMTA Announcements.

Bonnie Jean von Krogh: (Slide 4) Announced upcoming SFMTA Budget Open House meetings on March 7, March 11, and March 12. More information about the SFMTA budget can be found at [SFMTA.com/Budget](https://www.sfmta.com/Budget).

Bonnie Jean von Krogh: (Slide 5) Invited Working Group members to provide announcements of upcoming events, activities, programs, etc.

- Ed Hatter: Black History Month event (scheduled for Feb 25).
- Peter Belden: Shared an overview of an article about how the South Coast Air Quality Management District made a decision based on public input that was later found out to be letters from an opposition group that used an AI tool. The tool used real people's names and contact information without consent and people have since stated that were not aware that their name was being used in this way.

### Item 3. Earthquake Safety & Emergency Response (ESER) Bond Update

Bonnie Jean von Krogh: (Slide 6) Introduced the agenda topic and confirmed that Joél Ramos was not on the call to provide an update.

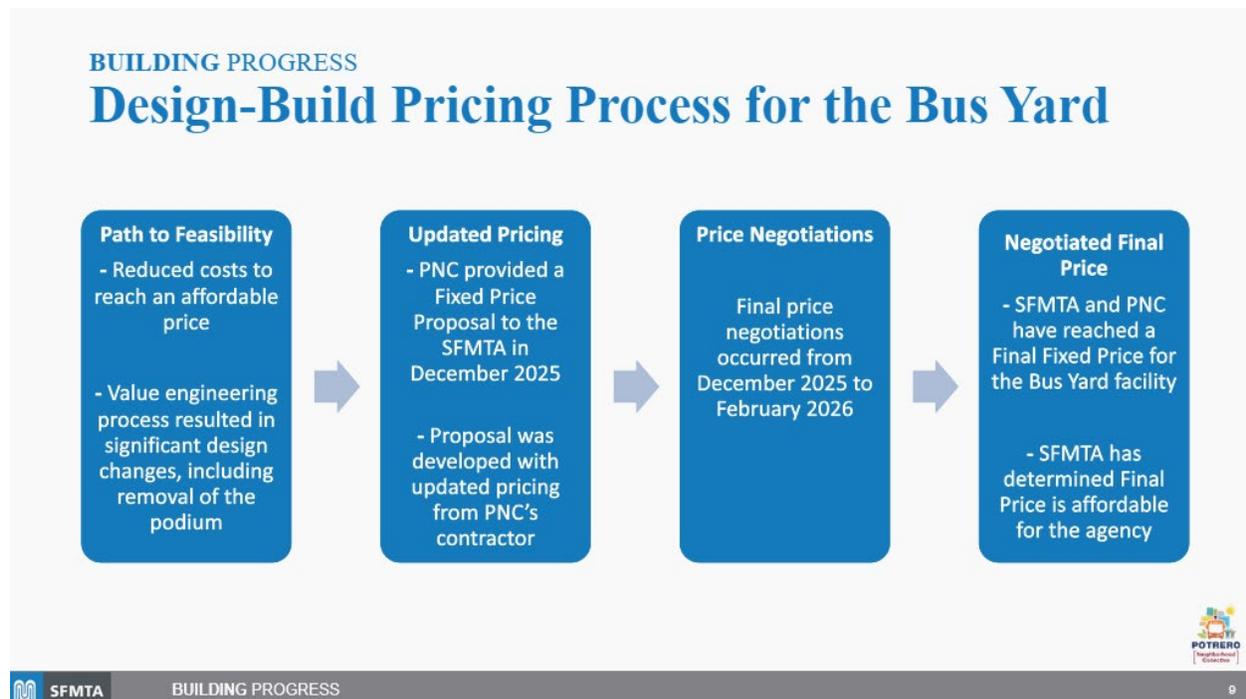
Bonnie Jean von Krogh: (Slide 7) Confirmed that the ESER Bond ordinance and resolution was passed by the Board of Supervisors on February 3, 2026, and signed by the mayor on February 6, 2026. These approvals allow the City to add the ESER Bond to the June 2, 2026, ballot.

- Q: Does the bond require a 2/3 majority at the ballot box? (Scott Feeney)
  - A: Yes, the ESER GO Bond would require 2/3 vote to pass (Bonnie Jean von Krogh)

### Item 4. Project Agreement Updates

Bonnie Jean von Krogh: (Slide 8) Introduced section on Project Agreement updates and introduce Chris Lazaro (SFMTA) and Chris Jauregui (PNC).

Chris Lazaro: (Slide 9) Provided an overview of the negotiation process between SFMTA and PNC, including discussing the Negotiated Final Price of \$612 million:



Chris Lazaro: (Slide 10) Noted the Project Approval includes two (2) components:

- **Infrastructure Facility Project Agreement** for design, construction, and financing of the Potrero Yard Modernization Project; and
- **Lease Development and Disposition Agreement (LDDA)** to enable affordable housing development as part of the Potrero Yard Modernization Project (along Bryant Street).

The SFMTA will request approval of both agreements.

- Q: Is the price public information? (James Bryant)
  - A: Yes, as of this meeting, the negotiated cost for the project is public. This is new information that we are also bringing to members of the SFMTA Board of Directors and SF Board of Supervisors. We wanted the Working Group to be the first to know. (Chris Lazaro)

Tim Kempf: (Slide 11) Provided an overview of SFMTA's payment obligations if the Project Agreement is to be approved.

Chris Lazaro: (Slides 12-13) The approval of the Project Agreement enables the housing developers (MY-T) to develop approximately 100 units of housing along Bryant Street. Full funding is not yet secured and will be needed to start housing construction. The SFMTA cannot develop housing.

- Q: How can the SFMTA afford \$613 million to build this project but not the cost of the podium? In the fall you mentioned that the price was \$560 million so you were able to find an extra \$53 million but not an extra \$70 million for the podium? (Amy Beinart)
  - A: As an agency we are looking at a number of ways to solve our budget deficit including ballot measures (November 2026) and revisiting our facilities planning document. We are looking at ways to restructure our facilities upgrade plans however Potrero is critical to the long-term viability of Muni operations as it accounts for 20% of ridership and cannot be adjusted.

About two years ago we estimated that the Potrero Yard Modernization Project would cost approximately \$560 million. After receiving market feedback based on the value of the dollar today, we realized \$560 million would not be enough to rebuild the bus yard. The negotiated cost of \$613 million is a realistic view of the cost to rebuild the yard. (Bonnie Jean von Krogh)

- Q: Bryant Street housing having 100 units is okay, but can the unit count be increased even without a podium? (Scott Feeney)
  - A: We do want to explore if we can add more units to the Bryant Street Housing Development while also staying within the requirements of the Entitlements. After the LDDA is approved we can explore this further. (Seth Furman)
- Q: How can we get the 365 units back? There is a need for housing (reference teacher strike, high incidents of unhoused students in SF, and general need for affordable housing). We have explored land banking, funding support from banks and/or

philanthropic donations (referenced the Great Highway as way to get things done in the city). We will continue to fight for the podium. (Roberto Hernandez)

- Q: Chris Lazaro said, “if we get funding for Bryant Street housing,” this doesn’t sound like funds are secured. When I joined the Neighborhood Working Group, I was told that funding for housing was secured – what happened? The Housing Element has a mandate to build housing, but it seems like there is a disconnect in the city. (Mary Travis-Allen)
  - A: We understand that funding for Bryant Street Housing Development from the Mayor’s Office of Housing and Community Development (MOHCD) is still secured. We have also established a financing plan targeting specific state and local sources that we will apply for in early 2027 once we further our design. (Seth Furman)
- Mary Travis-Allen: This feels familiar, community has had many broken promises from the city. How is that funding can be found for other things, but not housing? Priorities are misguided – the mayor wants to revitalize the city but is forgetting that families are what make up the city. Cultural districts and community-based organizations (CBOs) are feeling drastic funding cuts from the city this year too.
- Q: What if the ESER Bond does not pass in June? Will the Potrero Yard project change its timeline? In 2022 the Muni bond didn’t pass. (Amy Beinart)
  - A: All past ESER bonds have passed to date. (Bonnie Jean von Krogh)
- Q: Is Potrero Yard really needed? Can it be relocated to a different site? Can the extra \$52 million going toward this project be used to build overhead lines at another facility to accommodate the trolleybuses currently at Potrero? (Amy Beinart)
  - A: We reviewed our facility management plan to reevaluate which projects need to move forward. In our review we determined that Potrero Yard is the only location that can accommodate our fleet of 60-foot trolley buses. (Bonnie Jean von Krogh)
- Amy Beinart: A new building, no matter where in the city it is located, should be able to fit 60-foot trolley coaches.
- Scott Feeney: I appreciate the Working Group’s attempt to get to “Yes” – I am willing to try also to get to “Yes.”
- Q: What is the maximum number of units that you think can be built at the Bryant Street Housing Development? (Scott Feeney)
  - A: I cannot say right now as further design is needed. There are a lot of constructability considerations that we need to take for building a tall skinny building. Design development can only happen after the Project Agreement is approved. (Seth Furman)

- Q: You mentioned seeking funding from other sources and that you have provided some project overview information to those funders. How many units are you communicating to those funders? (Scott Feeney)
  - A: We are communicating about 100 units of affordable housing on Bryant Street. (Seth Furman)
- Roberto Hernandez: We aren't asking the SFMTA to fund the podium, we know Muni is expecting a budget deficit. We have gotten Google to fund Muni in the past, so just like you don't have funds to pay for Potrero Yard in full right now, we can get private dollars to fund the podium.
  - Joél Ramos: I was on the SFMTA Board during the time that Google supported Muni. That investment allowed Muni to create a Reserves Fund.
- Q: How much money do you have in the bank right now for the Potrero Yard project? (Roberto Hernandez)
  - A: The SFMTA is looking at Potrero Yard as a finance deal. (Bonnie Jean von Krogh)
  - A: PNC is taking on all funding up front, this buys the SFMTA certainty. (Chris Jauregui)
  - A: We didn't have full funding in the bank for Central Subway either – it is very unusual to have that sum of money in the bank for any project. (Joél Ramos)

Chris Jauregui: (Slides 14) Provided an overview of the schedule to request approval for the Project Agreement from the SFMTA Board, Board of Supervisors, and Mayor.

## BUILDING PROGRESS

# Legislative Schedule

The Bus Yard Facility Project Agreement requires approvals from both the SFMTA Board of Directors and the San Francisco Board of Supervisors. The Bryant Street Housing Lease Development & Disposition Agreement (LDDA) requires approval from the SFMTA Board of Directors.

Agency	Anticipated Date	Result
SF Board of Supervisors	February 24, 2026	Introducing legislation of Project Agreement
SFMTA Board	March 3, 2026	Seeking approval of Project Agreement and Lease Development & Disposition Agreement
SF BOS Budget & Finance Subcommittee	March 11, 2026	Seeking recommendation of Project Agreement
SF Board of Supervisors	March 24, 2026	Seeking approval of Project Agreement
Mayor Signature (“Commercial Close”)	Early April 2026	Seeking approval of Project Agreement
Financial Close	Mid-April 2026	All project financing secured



Note: On March 5, 2026, this schedule was changed and is shown below:

Agency	Anticipated Date	Result
SF Board of Supervisors	Feb. 24	Introducing Legislation
SFMTA Board	Mar. 3	Seeking Approval
SF BOS Budget & Finance Committee	Mar. 18	Seeking Recommendation
SF Board of Supervisors	Mar. 24	Seeking Approval
Mayor Signature (“Commercial Close”)	Late March	Execution of Project Agreement
Financial Close	Mid-Apr	All project financing secured, MP1

- Q: Can you email this schedule? (Roberto Hernandez)
  - A: Yes (Bonnie Jean von Krogh)

### Item 5. Bus Yard Updates

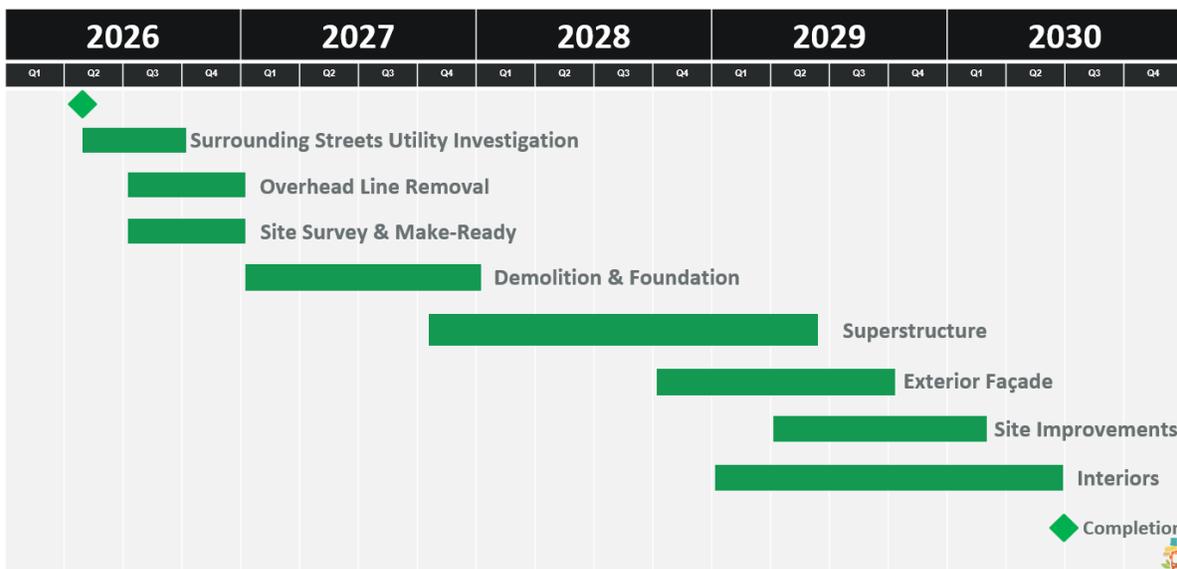
Bonnie Jean von Krogh: (Slide 15) Introduced section on Bus Yard update.

Chris Jauregui: (Slide 16) Introduced Gordon Gangitano as the Project Manager for Webcor (selected General Contractor).

Gordon Gangitano: (Slide 17 – 19) Provided an overview of Webcor’s experience and approach to working, including San Francisco-specific experience.

Gordon Gangitano: (Slide 20) Provided an overview of the anticipated project schedule (see below).

### Potrero Yard Modernization & Expansion Project Schedule Overview



- Q: If there were a podium, when would it be built? (Scott Feeney)
  - A: The podium would be built during the Superstructure phase. (Gordon Gangitano)
  - A: Making a decision to build a podium happens before the Superstructure phase. While the podium itself would be built during the Superstructure phase, there are a number of decisions and elements that would need to be complete before the Superstructure phase. A podium is very heavy so the yard would need a different number and/or width of columns, a different type of rebar, and a deeper and wider basement. These are just a few examples of decisions that would be needed. In addition to these constructability concerns, funding happens in April for the fixed price that PNC has provided. If there is a time to make a decision on the podium, it is now – otherwise we will face cost escalation since the firm fixed price expires if the Project Agreement is not approved. (Tim Kempf)
  - A: What you've described is correct. Another important element that would need to be reviewed is fire-life safety. (Gordon Gangitano)
  
- Q: At the Mexican Museum building, a developer was provided air rights to build a tower above the museum. It worked. Who was involved on the Potrero Yard project? (Roberto Hernandez)
  - A: The PNC team that helped through the predevelopment period include Arcadis (design team), we also had a cost estimator, and since last year Webcor has been pricing the project designs. (Chris Jauregui)

## **Item 6. Yard Closure Update**

Bonnie Jean von Krogh: (Slide 21) Introduced section on Yard Closure update.

Bonnie Jean von Krogh: (Slide 22 - 23) The last day of service from the yard was February 13, 2026 and service changes went into effect on February 14, 2026. The buses that were operating out of Potrero Yard will go to:

- Islais Creek Satellite Yard (60-foot trolleybuses)
- Muni Metro East (MME) (40-foot and 60-foot trolleybuses)
- Presidio (40-foot trolleybuses)

While these buses are stored, they will not be dormant during the four-year construction period. They will be maintained, charged, and rotated into service. This service schedule will protect the buses while Potrero is closed and ensure that buses will work once Potrero Yard opens again.

Bonnie Jean von Krogh: (Slide 24) As part of the Potrero Yard closure, the SFMTA is piloting new Operator commute options, including:

- New employee shuttle schedule and routes to improve service between Dogpatch divisions and BART and the 5<sup>th</sup>/Mission garage when demand is highest.
- Discounted Bay Wheels Bikeshare and E-bike credits.

- Discounted parking at multiple garages for staff whose shifts start before regional transit is fully running.
- Q: Are you adding a new shuttle to the Dogpatch? (James Bryant)
  - A: To clarify, we are improving the existing shuttle service that is provided to Dogpatch. (Bonnie Jean von Krogh)
- Q: It would be interesting to hear how the pilot goes and how it can be applied to Potrero Yard. (Peter Belden)
  - A: We will let our Transit team know that there is an interest in that. (Bonnie Jean von Krogh)

### **Item 6. Community Engagement Update**

Bonnie Jean von Krogh: (Slide 25) Introduced section on Community Engagement update.

Bonnie Jean von Krogh: (Slide 26) Shared photos from a barbeque to celebrate the yard's closure and over a century of service and the final pull in at Potrero Yard on Valentine's Day.

Bonnie Jean von Krogh: (Slide 26) The Selected Contractor, Webcor, hosted a Small Business outreach event on January 29, 2026.

- Gordon Gangitano: Introduced Webcor's SBE Liaisons (Contigo and IRML) which were represented in the meeting by Drew Guenzer and Iris Martin-Lopez.

Bonnie Jean von Krogh: (Slide 25) The next Working Group meeting is scheduled on March 10.

### **Item 7. Public Comment**

None provided

### **Online Chat**

- Peter Belden: Apologies I was going to join in person but then wasn't able to.
- Jennifer Trotter: Thanks for letting us know.
- Amy Beinart: Hi. Any update on housing tonight? Is MEDA here?
- Seth Furman: MEDA/MY-T is here, yes!
- Amy Beinart: The figure from October, if I remember right, was 560M, after you disposed of the podium and future housing potential. We were told that the cost of that was prohibitive at 70M. Now, you've added 52M. How was that managed?
- Amy Beinart: I appreciate the answer. But why was 630 IMPOSSIBLE, but 612 is now OK?
- Mary Travis-Allen: Is there any funding for housing.
- Mary Travis-Allen: What about the mandate for housing in the Housing Element

- Seth Furman: We believe so, yes! We've established a financing plan targeting specific state and local sources that we will apply for in early 2027 once we further our design. We feel confident that Bryant Street will score competitively for these funding sources.
- Amy Beinart: What if ESER doesn't pass? Will PY project change its timeline?
- Mary Travis-Allen: Potrero was built before artic buses. It's a shuffle where buses are housed but the buildings are old and need repair.
- Amy Beinart: Apologies. I have to leave. Appreciate the staff is taking time to respond to questions. I hope we can continue this; seems to me that are still open concerns. Thanks.
- Shawn Amores: Amores Mechanical Inc is here as well – SBE/LBE
- Drew Guenzer: Anyone interested in learning about opportunities for SBE participation, please contact:  
[drew@contigo-partner.com](mailto:drew@contigo-partner.com)  
[iris@irmlconsulting.com](mailto:iris@irmlconsulting.com)
- Drew Guenzer: Hi Shawn! Feel free to contact us if you need anything.

Meeting ended at 7:21 p.m.