

Potrero Yard Neighborhood Working Group Meeting #49 Minutes

June 12, 2025, 5:30 p.m. to 6:30 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		City Staff
Claudia Delarios Morán	In person	Caroline Cabral, SFMTA
Edward Hatter	In person	Chris Lazaro, SFMTA
J.R. Eppler	In person	John Angelico, SFMTA
James Bryant	In person	Wade Wietgreffe, SFMTA (remote)
Jolene Yee	In person	
Martha Ryan	In person	PNC Staff
Raven McCroey	In person	Aidan Sarabi, Plant Construction
Scott Feeney	In person	Chris Jauregui, Plenary Americas
Amy Beinart	Remote	Jennifer Trotter, Plenary Americas
Heather Dunbar	Remote	Myrna Ortiz, MEDA
		Robert James, Plant Construction
WG members not present		Seth Furman, MEDA
Christian Howes	Absent	
Christian Vega	Absent	Members of the Public
Erick Arguello	Absent	Felix Castillo, SFMTA operator
Jorge Elias (Muni Operator, 2007)	Absent	
Magda Freitas	Absent	
Manuel Santamaria (Muni Operator, 2031)	Absent	
Mary Travis-Allen	Absent	
Peter Belden	Absent	
Roberto Hernandez	Absent	

Purpose of the meeting

The purpose of the meeting was to share Agency updates and project updates.

Welcome

John Angelico: (Slides 1-2) Welcomed the Working Group, presented the meeting agenda, and confirmed that public comment will be received.

Item 1. Member and SFMTA Announcements

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

John Angelico: (Slides 4) Announced that a Fare increase will happen on July 1. In April 2024, the MTA Board of Directors approved a series of fare increases, one of which happened in January 2025, and the second fare increase scheduled to start on July 1. These fare increases are the first since 2019 as the SFMTA works to keep fares manageable. A table of current fares and fares effective July 1, 2025, can be found on Slide 4.

A few examples of fare increases include:

- Fare via Clipper or Muni Mobile app will increase from \$2.75 to \$2.85
- Fares for seniors and people with disabilities will increase by 5 cents
- Cable car fare will increase by one dollar (from \$8 up to \$9)
- Monthly Muni passes purchased via Clipper Card will increase by one dollar (from \$85 to \$86)
- Monthly Muni passes with BART within San Francisco purchased via Clipper Card will increase by two dollars (from \$102 to \$104)

The cash fare will not be impacted by fare increases and will remain the same at \$3.

John Angelico: (Slide 5) Service cuts will begin on June 21. The essential cuts are on the 6, 21, 5, 9, and 31 lines. These lines currently go down Market Street, and when the service cuts start they will stop at Market and riders will have to find an alternate route down Market Street.

John Angelico: (Slide 6) An animated map illustrates route changes for each line experiencing a service cut. The 6 and 21 lines will be combined (indicated as Line 6 on the map).

Q: The 9R will continue down Market toward Chinatown, correct? (JR Eppler)

A: That's correct, the 9 is impacted, not the 9R. (John Angelico)

Q: Will the lines with service cuts keep the same headway? (JR Eppler)

A: I believe so. (Note: headways are the space between buses, for instance some routes have headways of 12 minutes between buses.) (John Angelico)

John Angelico: (Slide 7) Let's open it up to Working Group member announcements.

- James Bryant: JBR partners is partnering with [SF Environment](#) Department, the [Bay Area Air District](#), [Valley CAN](#), [PG&E](#), [Electrify America](#), and [Charge Across Town](#) to introduce low-income communities to rebates for items that reduce or eliminate emissions such as: electrical panels, Electric Vehicles, electric water heaters. We are outreaching to Bayview-Hunters Point, Richmond, East Oakland, and West Oakland communities. Join us on June 21 at Bayview Plaza at the [EV Test Drive event](#).

Item 2. Working Group Updates

John Angelico: (Slides 8–9) Welcome two new Working Group members:

- Edward Hatter, Executive Director of the Potrero Hill Neighborhood House, also known as “The NABE.” He will fill the Youth Serving Organization seat.
- Martha Ryan, Founder of the Homeless Prenatal Program, will serve as a proxy member for Shellena Eskridge, who is on maternity leave (we send our congratulations to Shellena and her growing family).
- Edward Hatter: I'm Edward Hatter from the NABE. I am ecstatic about the project as it includes ways to house people and keep transit running smoothly. We're here to put in our two cents and make sure everyone is included and benefits from the process.
- Marth Ryan: I founded the Homeless Prenatal Program 36 years ago. We moved to our current location in 2005 and in 2020 we purchased the plot next door to build affordable housing (working with Mercy Housing). I know how hard this work is - nothing happens without housing. I love this project and am thrilled to learn from you.

John Angelico: (Slide 10) We have one remaining open seat for a Senior Serving Organization. We continue to recruit to fill this seat. If you know anyone interested, please send them our way or direct them to **SFMTA.com/PotreroYardNeighborhood**.

Item 3. Joint Development Policy

John Angelico: (Slide 11) Introduced Wade Wietgreffe, SFMTA Joint Development Program Manager to present on the SFMTA's Joint Development Program Goals and Policy.

Wade Wietgreffe: (Slide 11): I will provide an update on the status of SFMTA's Joint Development approach. After months of outreach, the MTA Board adopted our first ever Joint Development goals and policy in February 2025. The SF Board of Supervisors adopted a resolution in support of the policy in March 2025.

Wade Wietgreffe: (Slide 12): Joint Development involves a developer using SFMTA property for non-SFMTA uses such as housing and commercial development. The SFMTA, the community and the developer benefit from this arrangement. The developer typically owns and finances the non-SFMTA use and then pays the SFMTA rent for its land based on the performance of the development. This model benefits the SFMTA, the community and the developer.

Wade Wietgreffe: (Slide 13): The SFMTA seeks to develop new bus facilities which Joint Development can help pay for by diversifying funding sources without burdening taxpayers. There's a lot of support for the policy because people care about Muni and understand an investment in Muni is investing in equity. It benefits everyone — including seniors and working-class families and others who rely on Muni. Joint Development is also a way to address city housing goals and downtown recovery. To address the deficit, we'll seek revenue by developing our public land.

Wade Wietgreffe: (Slide 14): The map shows public agency land in SF. Land owned by the SFMTA is highlighted in red (over 90 properties). Public land is to serve the public good (examples include libraries, parks, transit infrastructure). A lot of this land contains aging facilities that need to be modernized to meet agency missions and goals.

Wade Wietgreffe: (Slide 15) Joint Development supports the SFMTA by:

1. Leveraging land to generate long-term revenue that can be reinvested to improve the transit system.
2. Creating inclusive and connected communities to address city housing equity goals.
3. Building sustainable and resilient projects to improve working conditions for staff, use green practices and reduce vehicle miles traveled and greenhouse gas emissions.

Wade Wietgreffe: (Slide 16) The policy provides a framework for decision making and includes a list of MTA properties that have potential to advance our goals through Joint Development (25 sites shown in green on the map). Seven properties are downtown, and 17 properties are the focus of a rezoning policy that the city must adopt by next January 2026 to comply with State law. The other property is Potrero Yard which as you know includes Joint Development with PNC.

Development is not an immediate solution but it's part of the agency's hundred-year vision. It is foundational to advance projects, provide transparency, and allow flexibility to meet our goals.

Q: What does Under Review mean for SFMTA properties and when do you anticipate having a decision about their development potential? (J.R. Eppler)

A: Fuchsia on the map indicates a site under review for its joint development potential. There are three other sites that are under review (Kirkland, Flynn and Woods). Each are actively operating bus yards. We don't currently have budgets to study joint development options on these sites in the near term. (Wade Wietgreffe)

Q: Will this policy change any of the parameters that have already been decided for Potrero Yard? (Scott Feeney)

A: No.

Q: To support housing on SFMTA's land, can the City's housing department pay MTA ground rent for onsite affordable housing? (Scott Feeney)

A: We will assess the progress of our goals across the portfolio. Not every project has to achieve every goal. For example, there might be instances where we have 100% affordable housing on a property whereas another project may have less affordable housing to meet our Revenue goal. There are trade-offs for each joint development and this policy allows us to look at those trade-offs. (Wade Wietgreffe)

Q: In instances in which market rate housing or other commercial use is not acceptable to the neighborhood residents, foregoing revenue could be an opportunity cost for the agency. That foregone cost could come from the City housing department and tracked on the balance sheet.

A: You are raising the issue that I discussed with a broad range of stakeholders including at the Board of Supervisors. Your recommendation is very similar to the Board of Supervisors' resolution that urges us to do a model that includes a range of alternatives across our portfolio so that we better understand those trade-offs. We intend to model, across the portfolio, the impacts of new development types including revenue impacts of affordable housing, market rate housing, and other commercial uses. (Wade Wietgreffe)

John Angelico: (Slide 17) to learn more visit: www.SFMTA.com/JointDevelopment.

Item 4. Project Updates

John Angelico: (Slide 18): introduced Chris Lazaro (SFMTA) and Chris Jauregui (PNC) presenting bus yard updates.

Chris Lazaro: (Slide 19) I am Chris Lazaro, Project Director for the Potrero Yard Modernization project. In general, our project timeline has stayed on track. PNC recently announced Webcor as the selected contractor, and they have been working with PNC and the city to develop pricing. We anticipate getting approvals from the MTA Board and the BOS late this fall.

We are also trying to time the yard closure with the General Sign Up, which are the changes operators make across the agency so that when the yard shuts down, the operators will be able to go to other yards.

With this coordination, we anticipate the Yard to close in early 2026 and start construction three months after to allow time to move everything out of the Yard. The Construction process is anticipated to be 42- to 45-months which would then get us to project completion in 2030.

Myrna Ortiz (Slide 19): With the pushout of bus yard construction by a few months, the housing construction schedule is also pushed out. We need the bus yard basement to be done before we can start construction on the Bryant Street housing. The earliest we can start to build housing is 2028. In the meantime, we are aligning funding applications and the timeline of Bryant Street housing to match the bus yard schedule.

Chris Jauregui: (Slide 20) I'm Chris Jauregui with PNC. I'll provide a quick overview of key milestones reached to advance the Bus Yard development. PNC was awarded a predevelopment agreement in November 2022. A lot has happened since then — we conducted a procurement process to select a prime contractor (Webcor), obtained CEQA (California Environmental Quality Act) certification, and entitled the project. We are finalizing the project agreement, including the design-build agreement and other key agreements. The preliminary project agreement was approved by the Board of Supervisors in December 2024.

As mentioned on Slide 19, we anticipate the SFMTA to close the Yard in January 2026 and that the SFMTA would take three months to relocate bus operations and maintenance. Then the Yard would be demolished, followed by construction of the new Yard, starting later in 2026.

Chris Jauregui: (Slide 21) Webcor is working collaboratively and being mindful to reach an affordable project agreement by working through their approach on how they will build a new facility that meets the SFMTA's operational needs. They're providing updates on pricing and schedule and ways we can efficiently design the bus yard. Using their experience as a local general contractor understanding the current local market conditions; getting price quotes from prospective trade partners from the local industry; identifying areas of innovation and efficiency; and general project plan refinement. When that is done, they will provide PNC with a final price before we go back to the MTA Board and the BOS.

Chris Lazaro: (Slide 22) The context is one you're seeing and reading about in the media: the operating deficit we are facing. It's not unique to the SFMTA. Public agencies across the country are in a similar position. We are working to close that gap, including with a local measure in the 2026 election and request for State temporary funding for MTA, BART, and CalTrain.

The SFMTA's Chief Financial Officer, Bree Mawhorter, recently gave the MTA Board a presentation that includes the anticipated annual deficit in upcoming fiscal years. The 2026 ballot measures are not accounted for in these deficit projections. The Agency is working to close the gap and minimize the impact to service that people rely on.

Chris Lazaro: (Slide 23) We are trying to deliver Potrero as cost effectively as possible given these constraints. That is why the timeline is protracted; we need to get the right price and be responsible with dollars that are entrusted to us. To help us get to an affordable price we are:

- Value Engineering to identify opportunities to achieve the same project goals but in ways that are more cost effective than we initially thought. This type of review would be done on any major project from streets to new bus lines. We are asking the builder "can we do the same concept differently and at a lower cost?".
- Enhancing the design to be a more efficient construction plan. Things we're not looking at include reducing seismic resilience. We want the bus yard to be a safe structure for residents and employees. This is a 24-hour facility and safety is non-negotiable. Reviewing administrative costs. For example, how do we make sure the insurance we pick is the best value? That's the level of detail we're going into.

Chris Jauregui: (Slide 23) We're looking at things to deliver what's required for a bus facility and as we see opportunities for optimization and efficiency, we discuss with SFMTA what changes are needed for the project. We're working hard on all these ideas.

Q: Will the Bryant Street housing and/or podium housing be built at the same time as the bus yard? (Edward Hatter)

A: The housing shares a basement with the yard so it has to get to a certain construction stage before PNC can start building the Bryant Street housing (Chris Lazaro)

Q: Is the basement included in cost savings? (Edward Hatter)

A: No, there are no plans to delete the basement. (Chris Lazaro)

John Angelico: (Slide 23) That was a brief overview but a lot going on behind the scenes. Not all of the details are discussable as this is an active negotiation as we progress this project.

Item 5. Community Engagement Update

John Angelico: (Slide 25) During our inreach to staff at the yard, we recently met with three local unions (1414, 250A and 1021) that represent various staff job classifications at the yard. We are also looking to meet with Local 6 (mechanics, electricians, and the sole welder at the yard).

We met with unions to hear their concerns. We've done this at various points throughout the project, and as we approach final project agreement phase this is very important.

We are also looking to find a time to do an event for operators and maintenance staff at the Yard. Sometimes we do a BBQ, which is fun. The Yard event is to ensure that staff at the yard know what's happening so they can make decisions about their jobs.

John Angelico: (Slide 26) My colleague (Caroline Cabral) and I give tours every month. In May we gave two tours, and we were also at SF Carnaval. We were there as part of the street festival talking about the Project and with other units of SFMTA. We try to go to this event every year, because it's very fun, but more importantly it has deep reach into the Mission District.

John Angelico: (Slide 27) The next tours are: Monday June 23 and Thursday June 26, both at 6:15 p.m. Sign up for tours at SFMTA.com/PotreroYard. All attendees have to wear closed-toed shoes and sign a waiver. People love to see behind the scenes at the Yard, it's a fun thing.

On July 20 we will be out at Sunday Streets on Valencia in the Mission. The streets are closed to traffic to safely enjoy, bike, roll and stroll.

Chris Lazaro: Anyone who hasn't taken a tour yet, I highly recommend it.

John Angelico: I'd love to take you around and we can arrange a tour for this group if you'd like.

Edward Hatter: the Potrero Hill Festival is on the third Saturday in October, and I would suggest that you have a booth there as part of your community outreach. It's the 50th anniversary, so come and share info with the folks there. It's on 20th Street between Wisconsin and Missouri.

John Angelico: Thanks, Ed. We love that event and plan to be there.

John Angelico: (Slide 29) Next steps include the upcoming yard tours (sign up at [SFMTA.com/PotreroYard](https://www.sfmta.com/PotreroYard)) and the next Working Group meeting is Tuesday Aug 12. Thank you for your flexibility to reschedule this meeting - we appreciate your feedback and you showing up. If there's anyone interested in learning more, we'd love to do a presentation, just let us know.

No public comments provided.