



SFMTA

San Francisco Municipal Transportation Agency

BUILDING PROGRESS

Program Overview

June 19, 2019

BUILDING PROGRESS

Program Overview

SFMTA Facilities Framework became the **Building Progress Program** in Fall 2017.

The Building Progress Program will:

- **Modernize SFMTA facilities** in order to meet the needs of everyone who travels in San Francisco;
- **Improve the transportation system's resiliency** to climate change and seismic events, and
- **Make the SFMTA a better neighbor** in the parts of the city that currently host our facilities.

<https://www.sfmta.com/projects/building-progress-program>

BUILDING PROGRESS

Program Overview

As part of the Building Progress Program, there are **four distinctive streams of work we track:**

- | | |
|-----------------------------------|---|
| Building Progress PLAN: | Planning for the future of SFMTA buildings and yards; long range and campus planning. |
| Building Progress FIX: | Implementing the recommendations of the <i>2016 Facilities Condition Assessment</i> ; repairing and upgrading buildings and yards via maintenance campaigns. |
| Building Progress DELIVER: | Implementing the programs and projects recommended in the <i>2017 SFMTA Facilities Framework</i> ; capital design and construction; project delivery. |
| Building Progress FUND: | Working to fund and managing the cashflow of the overall Building Progress Program. |

BUILDING PROGRESS

Work Completed/Planned Overview

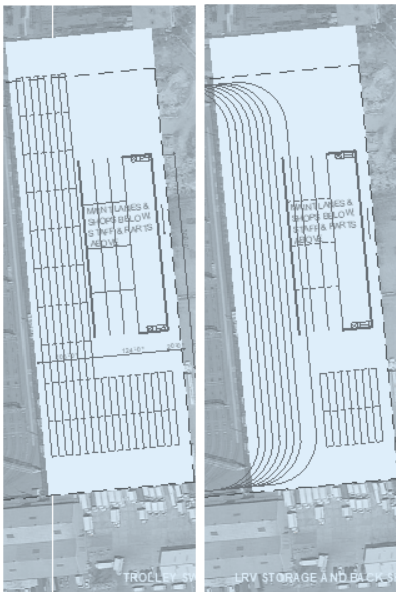
Year	Actions
2017	<ul style="list-style-type: none">• Outreach held in Fall 2018 ending at Potrero in January 2018• Joint Development Study Contract approved by MTA Board - 11/16/2017• Environmental Contract approved by MTA Board - 1/8/2018• All Cost Estimates revised with 10-year Cashflow Developed• Selected Alternative 2 in Fall 2018
2018 - 2022	<ul style="list-style-type: none">• Open Islais Creek Phase II Bus Yard; Opened Burke OHL/Central Warehouse; Modernized Bancroft Street Operations Shops• Outreach on Joint Development options at Potrero; hiring lead (5408)• Kicking off Muni Metro East Expansion (MME) + Potrero Yard Modernization Projects (Preliminary Engineering Phase + Environmental)• Implementing Maintenance Campaigns - Restroom, HVAC, Roof, Underground Storage Tank, Fire Life Safety and Fall Protection Campaigns
2023 - 2030	<ul style="list-style-type: none">• Complete a new SSD Enforcement Headquarters + MME Expansion by 2023 (depending on Enforcement variant @ Potrero)• Rebuild/Complete Potrero (2026), Presidio (2029), and Kirkland Modernization Projects (2031)

BUILDING PROGRESS – DELIVER

Modernization Program

MME

Build for trolley coach swing, convert to rail and shop uses



Potrero

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



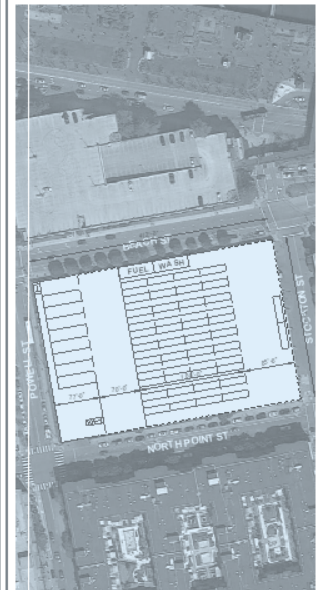
Presidio

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



Kirkland

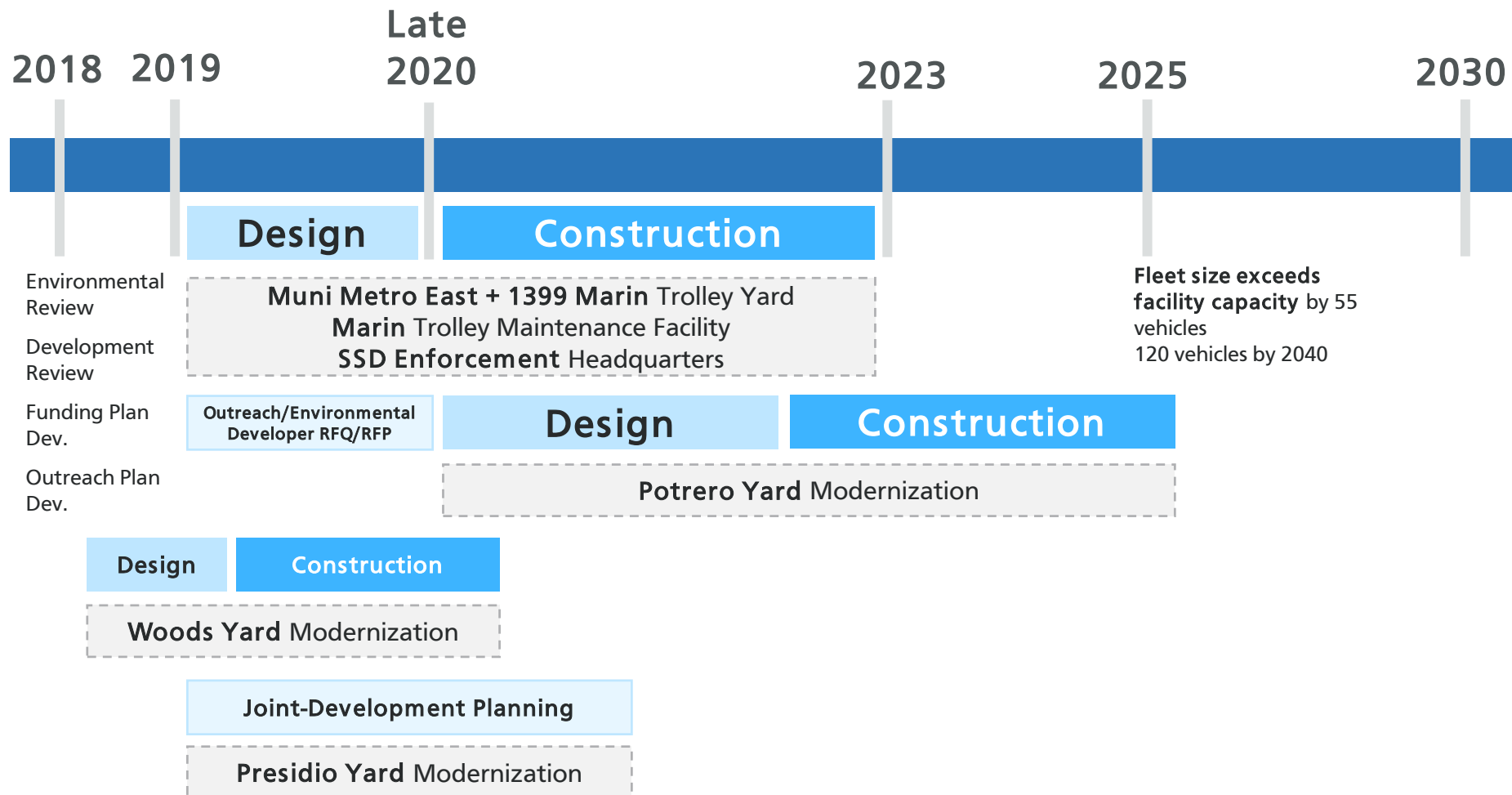
Rebuild as motor coach facility



Use MME for swing while rebuilding Potrero & Presidio and lease while rebuilding Kirkland

BUILDING PROGRESS

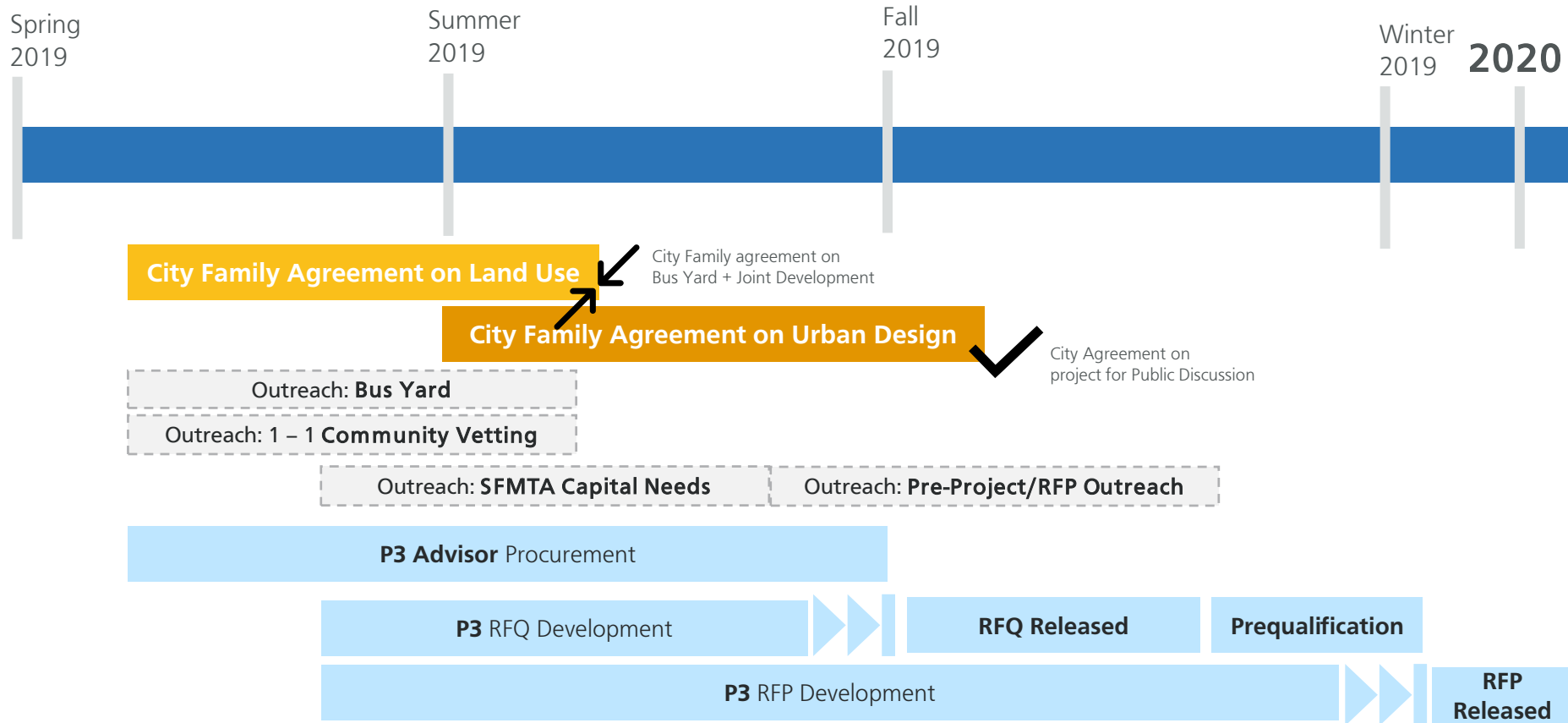
Master Program Schedule



BUILDING PROGRESS – PLAN

Potrero Modernization Project Critical Path/Next Steps

Critical Path.



BUILDING PROGRESS

Work Completed/Planned Overview

Environmental Planning

Env. Planner III @ Planning
Consultant Secured for EIR
Pursuing Exemption for MME

Master Schedule

Draft Completed in 2018
Public Work to Update

Design

Potrero Criteria Done
Grant Secured for Presidio
Schematic for MME in Process

Development

Updated MOHCD & OEWD
P3 Approach
Drafted P3 Advisor RFP

Funding

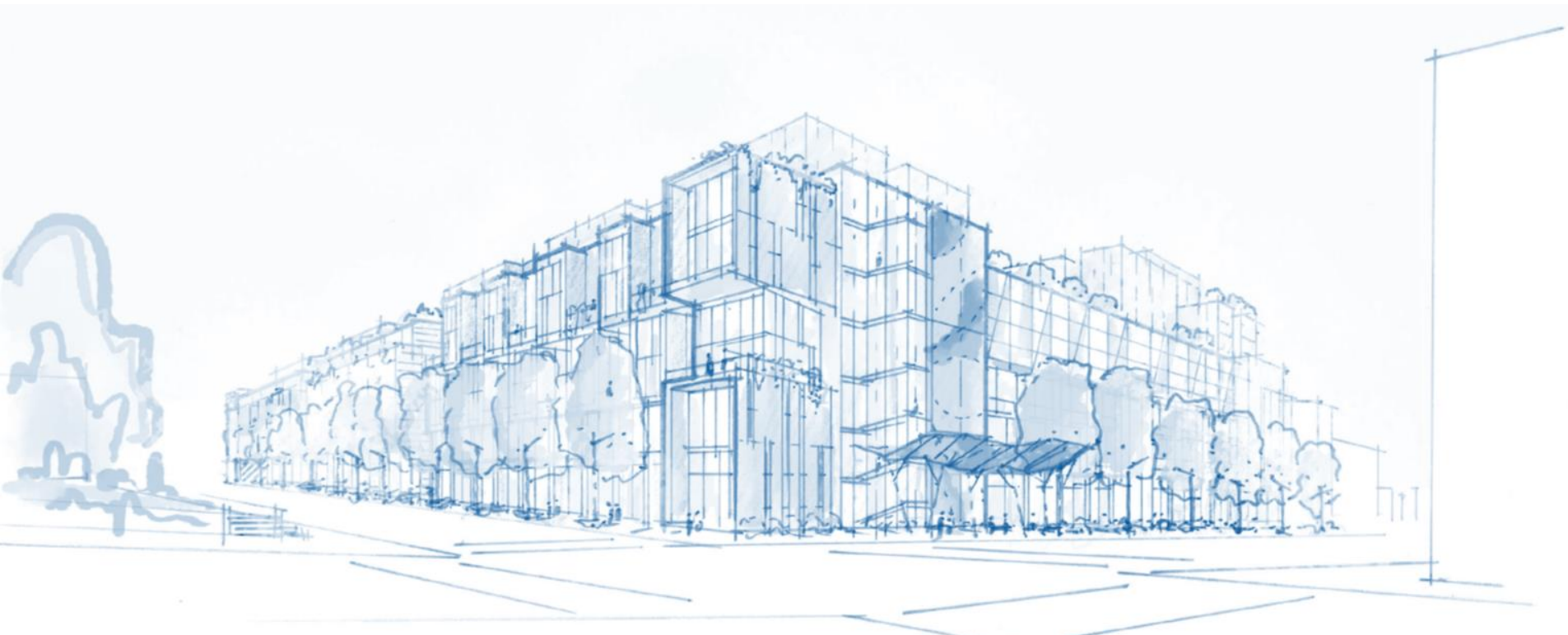
Facilities in TNC Tax
GO Bond to June 2022
Sales Tax Advanced

Outreach

In-Progress/On-Going
Next Mtgs July 2019
Hiring 5408 as Lead

BUILDING PROGRESS

Potrero Modernization Project



- 500-550 Units*
- No additional shadow beyond bus facility**
- Minimized bulk appearance from west and north

BUILDING PROGRESS

Potrero Modernization Project



High-Rise 1



High-Rise 2

- 500-550 Units*
- No additional shadow beyond bus facility**
- Minimized bulk appearance from west and north

BUILDING PROGRESS

Potrero Modernization Project

	Large <i>Mixed Income Residential</i> Joint Development	Small <i>100% Affordable Residential</i> Joint Development
Description	Approximately 500 - 550 units above Potrero Yard	Approximately 100 - 125 units above Potrero Yard
Percent affordable	approx. 50% - approx. 250 - 275 affordable units	100% - approx. 100 - 125 affordable units
Land value/ capital offset to SFMTA	TBD - Consultant is running revised financials based on feedback from Planning, MOHCD, OEWD	TBD - though likely less than Scenario 1 - would discuss value of air rights with MOHCD, based on appraisal, cost per unit. Subject to further discussions with MOHCD
MOHCD subsidy	Based on preliminary discussions with MOHCD, approx. \$325k per unit or \$35 million	Based on preliminary discussions with MOHCD, approx. \$325k per unit or \$35 million
Planning/urban design considerations	Design concept reviewed by Planning in May	Have not reviewed with Planning but would require minimal additional height/mass above the bus facility
Utilizes the full site?	Yes, intensive use of the entire site; substantial housing production	No, relatively minimal use of air rights
Likely community support?	Possible. There is some receptivity to a mixed income development, though some explicit opposition to less than a 100% affordable project from some community members	Yes, though there may be concern from some community members (e.g. YIMBY) that the development potential is unrealized
Adequate City resources to finance joint development?	Tentative yes. Depends on availability of MOHCD subsidy, market conditions (see below)	Tentative yes. Depends on availability of MOHCD subsidy
Market risks?	Moderate - continued hard cost inflation, market downturn, ambitious affordability target could make market rate housing infeasible or require additional subsidy	Low - relies on public subsidy

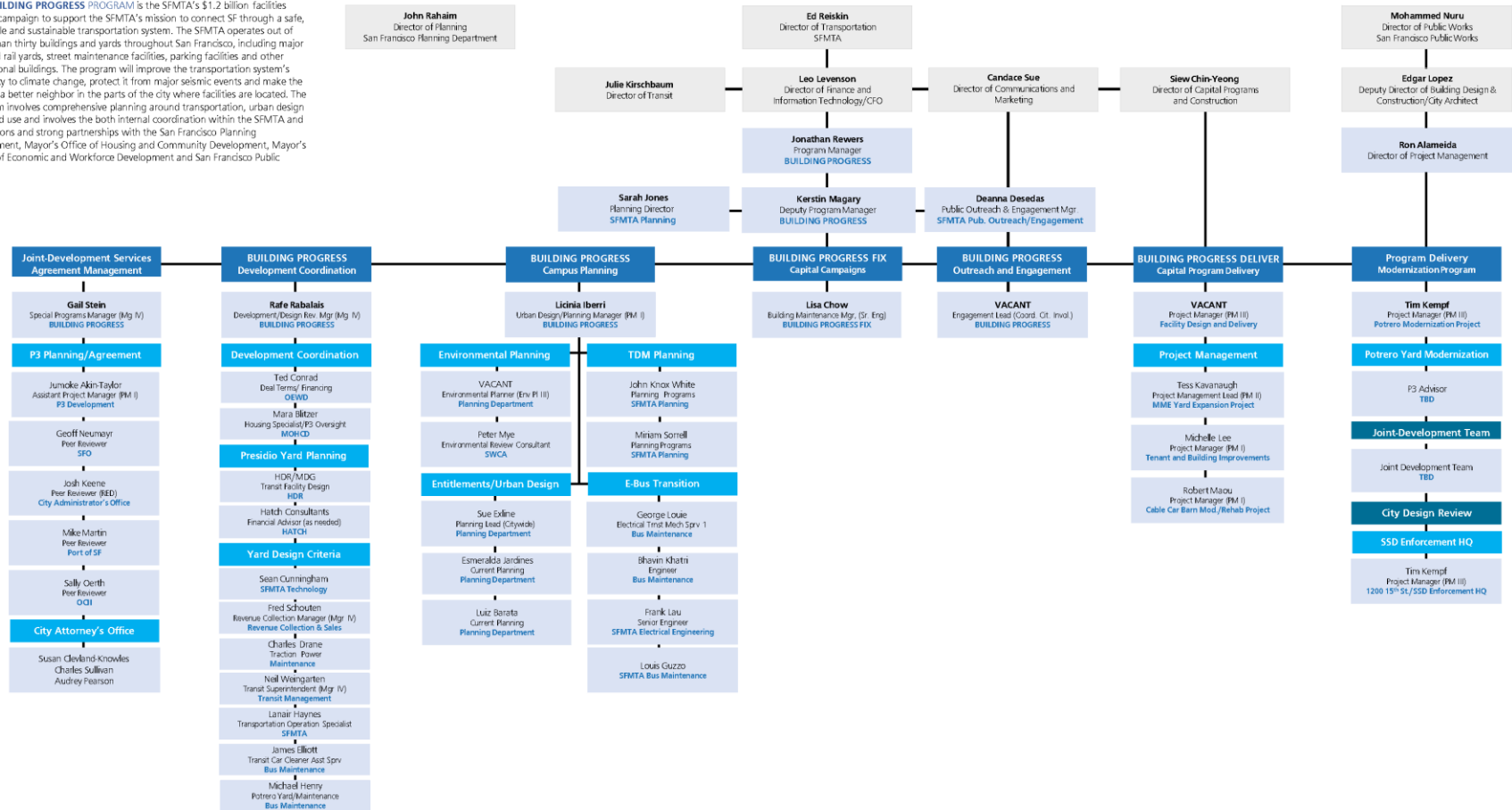
BUILDING PROGRESS

Organizational Management



San Francisco Municipal Transportation
BUILDING PROGRESS PROGRAM
 Program Organizational Structure
 5/28/2019

The **BUILDING PROGRESS PROGRAM** is the SFMTA's \$1.2 billion facilities capital campaign to support the SFMTA's mission to connect SF through a safe, equitable and sustainable transportation system. The SFMTA operates out of more than thirty buildings and yards throughout San Francisco, including major bus and rail yards, street maintenance facilities, parking facilities and other operational buildings. The program will improve the transportation system's resiliency to climate change, protect it from major seismic events and make the SFMTA a better neighbor in the parts of the city where facilities are located. The program involves comprehensive planning around transportation, urban design and land use and involves the both internal coordination within the SFMTA and its divisions and strong partnerships with the San Francisco Planning Department, Mayor's Office of Housing and Community Development, Mayor's Office of Economic and Workforce Development and San Francisco Public Works.



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BUILDING PROGRESS – PLAN

Program Management Plan

- **5 Part Memorandum of Understanding (In-Development)**
SFMTA (lead), Planning, OEWD, Public Works, MOHCD
- **Public Works Services**
 - Project Management (Potrero Modernization, 1200 15th Street)
 - P3/Development Agreement Support
 - Master Scheduler/Program Wide-Schedule Management
 - City Design Review/Acceptance Criteria
 - Support: 5506 PM III, 5502 PM I, 5266 Architectural Associate II, 5265 Architectural Associate I
 - Contract Support and Management
- **OEWD Services**
 - Development support + technical assistance
- **Planning Services**
 - Urban Design Review + Entitlements
 - Environmental Review/CEQA

BUILDING PROGRESS – FUND

Revenue Scenarios

Low (est. \$396 million)

- Includes current SFMTA 5-Year CIP (to FY 2023)
- Includes Proposition B General Fund Set-Aside Revenues
- Includes development impact fees (Mission Rock, Pier 70)
- Includes \$250 million from 2nd Transportation GO Bond
- Advances last of Prop K Transportation Sales Tax for Facilities

Medium (est. + \$152 million) = \$548 million

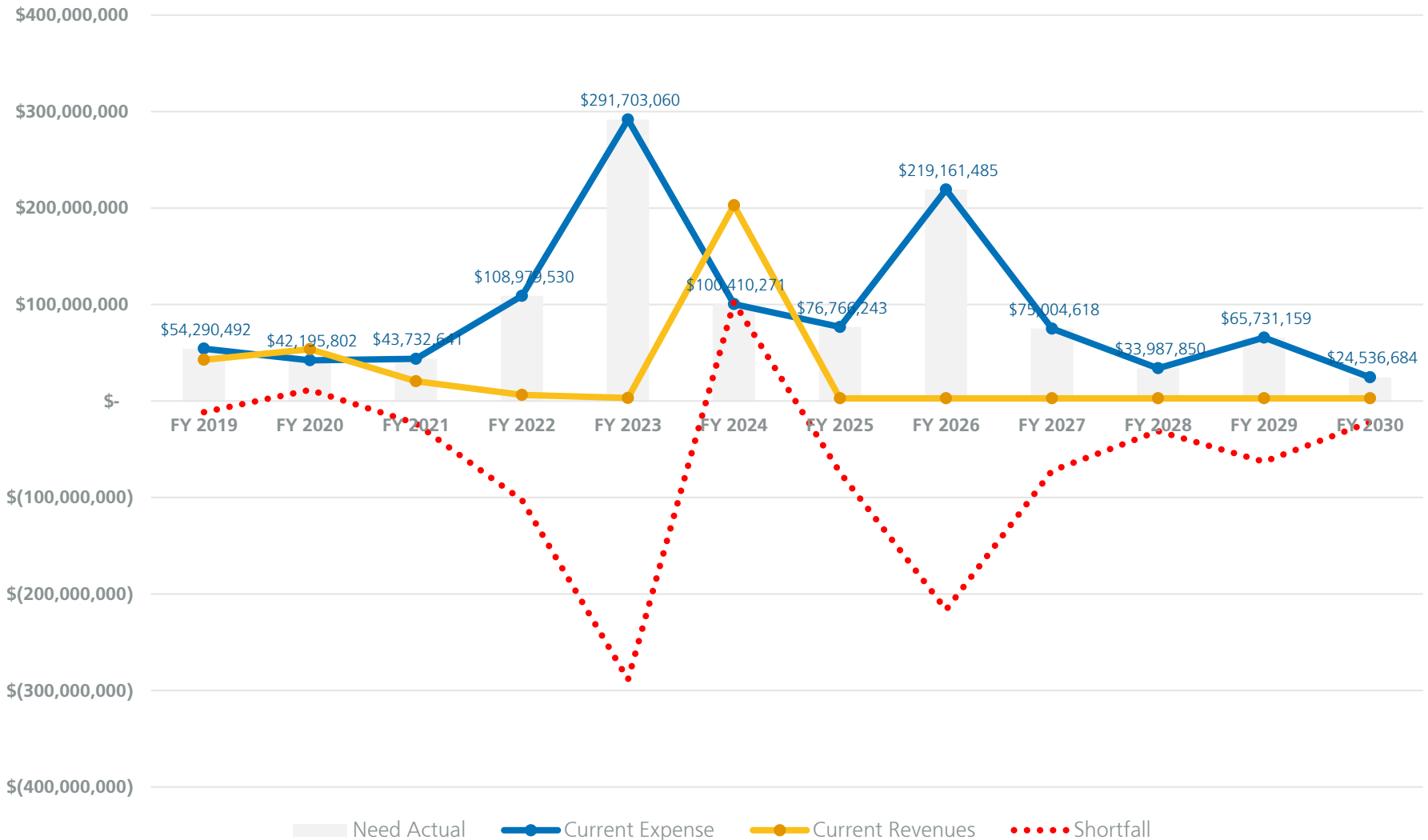
- Assumes State of Good Repair Funds from SB 1 (**secured**)
- Assumes some revenues from Regional Measure 3 (**secured**)
- Assumes revenues from a SF Transportation Measure (TNC Tax Proposed)

High (est. + \$447 million)

- Assumes revenues generated from SFMTA Development
- Assumes revenues up to \$75 million in Federal Funds (FTA or other)
- Assumes new Proposition K Sales Tax Expenditure Plan

BUILDING PROGRESS – FUND

Revenue vs. Expense



BUILDING PROGRESS – FUND

Revenue vs. Expense

