

Chapter 9: Facilities Program

Muni maintains a complex infrastructure of operational, maintenance, and administrative facilities. The Facilities Program develops, manages, and maintains space for the operating, maintenance, administration, and storage needs required to support Muni operations. The emphasis is on maintenance and preservation projects, with the major goals of enabling all facilities to operate in the most effective and efficient manner possible, while preserving older facilities until rehabilitated or replaced.

Figure 84 illustrates the locations of all of Muni's facilities. The majority of these facilities are dedicated to the storage, maintenance, and dispatch of Muni's fleet of revenue vehicles. Three of the facilities house motor coaches: Woods Division, Flynn Division, and Kirkland Division. Two house trolley coaches: Potrero Division and Presidio Division. Four are concerned with Muni's rail operations: Green Division, the Geneva Facility, the Cable Car Division, and the Duboce Yard. Seven other facilities provide support to all of Muni's transit modes: the Control Center, Scott Division, 1401 Bryant, 700 Pennsylvania, Marin Street, Pier 80, and the Burke Avenue facility. Finally, Muni's administrative offices are distributed among six different sites: 401 Van Ness, One South Van Ness, 875 Stevenson, 949 Presidio, 700 Pennsylvania, and 425 Geneva.

The following sections describe these existing facilities, together with their current deficiencies, if any, and Muni's planned remedies for these deficiencies. One South Van Ness, the new headquarters of the Municipal Transportation Agency, and the Burke Avenue facility are new facilities that will be described in detail below.

Existing Facilities

Motor Coach Facilities

Kirkland Division is Muni's oldest motor coach facility, located at Beach and Stockton Streets in the Fisherman's Wharf neighborhood. Opened in 1950, it is small (only 2.6 acres), outdated, and wholly inadequate for Muni's needs. The storage yard provides inadequate parking for the 160 coaches assigned there, such that buses must be parked on surrounding streets at night. There is no on-site parking for employees, exacerbating the negative impacts of the facility on the surrounding neighborhood. Because the facilities here are so inadequate, all but the most minor maintenance procedures on the Kirkland fleet must be performed at Woods Division, necessitating costly shuttling of buses over the four miles between the two facilities. Finally, because of significant land use changes in the last fifty years, this facility is now incompatible with the area's hotel, retail, and residential surroundings. Consequently, Muni is about to break ground on a replacement facility at Islais Creek.

Muni's largest motor coach facility is Woods Division, located at 22nd and Indiana Streets. This facility handles the storage, maintenance, and dispatch of approximately 265 standard-size motor coaches, making it Muni's largest facility in terms of the number of vehicles based there. Because Kirkland Division is so inadequate, Woods is also burdened with performing most of the maintenance activities required for Kirkland's 160 motor coaches. For this reason, even though in recent years both the operations and maintenance buildings at Woods have been updated, this facility will continue to be overcrowded until Muni's planned new facility at Islais Creek is opened. At that time, Woods will be downsized to a more manageable 220 coaches.

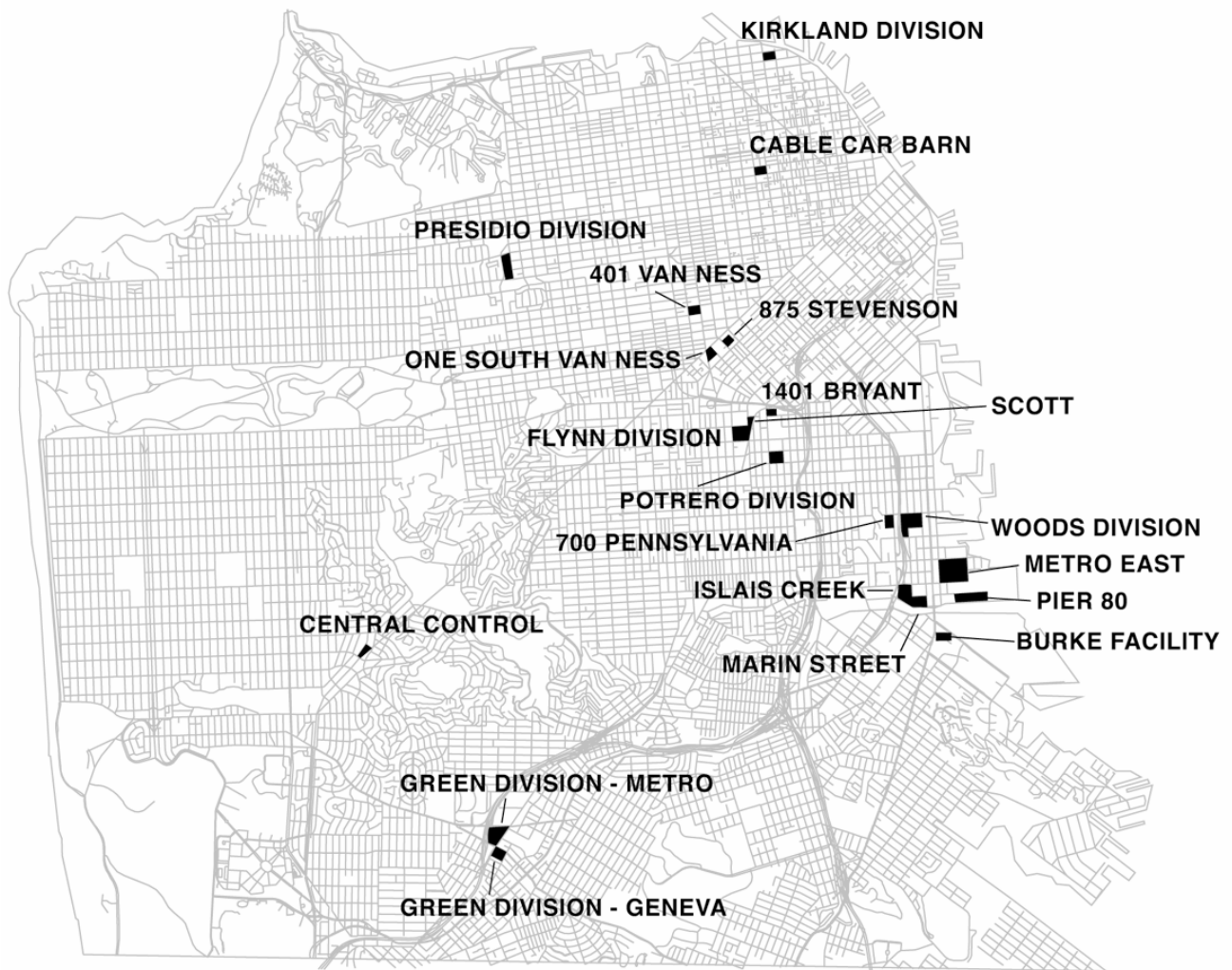
Muni's only motor coach facility to accommodate articulated buses is Flynn Division. It houses 136 60-foot coaches at 15th and Harrison Streets. All maintenance, operations, and storage functions are housed under one roof, in a large industrial building converted for Muni's use in 1989. The design size of this facility is 100 coaches, so the facility is already overcrowded, and any expansion of the articulated fleet will require expanding or converting other facilities.

Figure 83: Muni Facilities – Modes, Functions, Future Plans

Muni Facility	Mode(s) Supported	Major Functions	Deficiencies, if any	Future Plans
Kirkland Division	Motor Coaches	Operating division, running repair.	Overcrowded and outmoded.	Redevelopment
Woods Division	Motor Coaches	Operating and maintenance division, heavy repair, paint and body shops, and reserve fleet [site also includes carpentry shop].	Somewhat overcrowded.	To be downsized when new Islais Division opens; reserve fleet to be relocated to 1399 Marin.
Flynn Division	Articulated Motor Coaches	Operating and maintenance division, heavy repair.	No serious defects.	Ventilation improvements under design.
Islais Creek Division	Alternative-fueled motor coaches	Future maintenance/operations facility.	Currently vacant site.	Under construction
Potrero Division	Trolley Coaches, including articulated buses.	Operating and maintenance division, heavy repair, paint shop, some operations support offices.	No serious defects.	No change.
Presidio Division	Trolley Coaches	Operating and maintenance division, heavy repair, administrative offices, Revenue Center, Operator Training Center.	-- Busyard adequate. -- Bus maintenance facility and offices are outmoded, overcrowded -- Revenue Center too small, outmoded, lacks proper security.	Relocate offices, training, revenue functions. Rebuild bus facility with revenues derived from joint development project.
Green Division	Light Rail Vehicles	Operating and maintenance division, heavy repair, electronics shop.	Seriously overcrowded, storage yard needs re-railing.	To be downsized when Metro East opens.
Green Annex	Rail Vehicles	Rail maintenance administration, rail dispatch.	No serious defects.	No major changes contemplated.
Geneva Yard and Shop	Historic Streetcars and LRVs	Maintenance shop, paint shop.	No serious defects.	Erect canopy over part of storage yard.
Cable Car Barn	Cable Cars	Operations, maintenance, administration; Cable Car Museum	No serious defects.	No major changes contemplated.
Metro East	Light Rail Vehicles	Future maintenance/operations facility.	Currently vacant site.	Under construction
Central Control	All modes	Operations control for all revenue vehicles: rail, bus, cable car.	Outmoded, inadequately sized.	Expand or relocate.
Scott Division	Non-revenue vehicles	Maintenance for cars/trucks; parking for Flynn Division employees	No serious defects.	No change.
Overhead Lines Facility	Trolley buses, streetcars/LRVs	Base for Muni's overhead lines maintenance staff and crews.	Outmoded facility; seismically unsafe.	Relocate functions and sell property.
Power Control Center	Trolley buses, streetcars/LRVs	Control center for distribution of electric power to trolley and light rail system.	No serious defects.	No change.
700 Pennsylvania	Facilities maintenance	Shops/offices for maintenance-of-way functions; Muni administrative center.	No serious defects.	Remove most office functions; enhance shop functions.
1399 Marin	General storage	Storage of out-of-service vehicles.	Leased from Port of S.F	Purchase property, incorporate parking for Islais Division, add Operator Training; store reserve fleet.
Pier 80	Shops & storage	Miscellaneous storage and shop functions	Leased from Port of S.F	End lease; relocate to Marin, Burke, 700 Penn

Muni Facility	Mode(s) Supported	Major Functions	Deficiencies, if any	Future Plans
Burke Avenue Facility	Central Warehouse	Storage of parts and materials.	New facility.	Purchase property; modify for Overhead Lines Shop.
401 Van Ness	Administrative offices	MTA administration, Human Resources	Leased.	Move offices to One South Van Ness
875 Stevenson	Administrative offices	Finance, Security, IT (computer support)	Leased.	Move offices to One South Van Ness
One South Van Ness	Administrative offices	Construction, Planning, EEO/Workers Comp, Communications/Marketing.	Leased.	Purchase the property, and consolidate all administrative offices

Figure 84: Map of Muni Facilities



Trolley Coach Facilities

Muni operates trolley coaches from two facilities. Approximately 168 trolley coaches are dispatched, maintained and stored at Potrero Division, on a 4.4-acre site at Mariposa and Bryant Streets. Built in 1914, this facility was fully updated in 1990, and is Muni's only trolley coach division that can accommodate articulated coaches. Currently, 93 60-foot coaches are based here.

Presidio Division stores, maintains and dispatches approximately 165 trolley coaches on a 5.4-acre site at Presidio Avenue and Geary Boulevard. Presidio Division is Muni's only operating and maintenance facility in the west or northwestern parts of the City, and as such, is essential to the operation of several trolley coach lines that serve those parts of the City. Built in 1912, the entire facility is antiquated, and few of the functions it serves are accommodated properly. Besides trolley coach maintenance, the facility also houses Muni's Operator Training Center, and a totally inadequate Revenue Center for the processing of fares, tokens, and passes.

Rail Facilities

Green Division is currently Muni's only full-service facility for light rail vehicles (LRVs). Located on a 7-acre site along San Jose Avenue, between Ocean and Geneva Avenues, it was built to accommodate 100 LRVs, but Muni's entire fleet of 151 LRVs is dispatched and maintained here. Despite additional LRV storage across the street in the Geneva Yard, Muni's entire LRV fleet cannot be housed here.

A building at 425 Geneva Avenue, known as the Green Annex, houses administrative and dispatch functions for Muni's LRV fleet and also its fleet of historic streetcars.

The Geneva Yard and Car barn constitute Muni's primary facility for historic streetcars, providing storage and maintenance for up to 50 cars, as well as a paint/body shop for LRVs *and* historic cars. Currently, Muni's operating historic fleet does not total 50, and so LRVs are stored in the Geneva Yard beside the historic cars. A satellite facility is the Duboce Yard, just off Market Street, where Market Street Railway volunteers help rehabilitate and maintain the historic streetcars.

Finally, Muni's fleet of 40 cable cars is stored, maintained and dispatched from the Cable Car Barn, a 19th century building, completely rebuilt in 1984, at Mason and Washington Streets. The building includes a Cable Car Museum, operated by a non-profit organization, housing many artifacts including Andrew Hallidie's original 1871 cable car.

Support Facilities

Adjacent to the West Portal Metro station, at 131 Lenox Way, is Muni's Operations Control Center. This facility is connected directly to the signal control system for the subway, and also houses supervisors who are in constant radio contact with Muni's entire fleet of LRVs, buses, and cable cars. A study is currently underway to look at options for updating and expanding this facility, either on-site or at an alternate location.

Across Harrison Street from Flynn Division, and containing a parking garage for Flynn employees, is Muni's Scott facility. Scott Division is where Muni's non-revenue fleet of trucks and sedans is maintained.

At 1401 Bryant Street stands a 43,000-square-foot building, erected in 1893, where Muni's Overhead Lines Maintenance operations has been housed since 1947. The building it is not in compliance with San Francisco's Unreinforced Masonry Building Code, and the cost to seismically upgrade this facility is estimated at over \$21 million. Thus, Muni will soon relocate this function to the Burke Avenue facility, discussed below. The City's Real Estate Division will conduct an appraisal of the 1401 Bryant Street property for sale. An adjacent facility, at 2502 Alameda Street, contains the Power Control Center for all of Muni's overhead lines power distribution. This facility will remain after 1401 Bryant is abandoned.

On a 2-acre site at Pennsylvania and 22nd Streets stands Muni's 700 Pennsylvania facility, housing most of the maintenance-of-way functions for the Railway. It includes a small warehouse, plus shops and offices for such functions as rail maintenance, custodial services, painters, electricians, locksmith, and

other such operations. In addition, 700 Penn houses a machine shop where specialized parts are fabricated and repaired for the cable car system. This facility, built in 1947, was acquired by Muni and in 2000 was fully rehabilitated, and modified, to house the functions described here. It currently also houses administrative office functions for the Railway, but that function is slated to move elsewhere, as noted below under *Administrative Offices*.

At the corner of Marin and Indiana Streets (1399 Marin) stands a 25,000-square-foot warehouse and adjacent 2.6-acre parcel, which Muni rents from the Port of San Francisco. Within the warehouse, Muni carries out certain bus maintenance functions, particularly warranty-related maintenance, which cannot be accommodated at the various bus divisions. In the warehouse and on the adjacent land, Muni stores several historic streetcars awaiting restoration.

Muni leases from the Port of San Francisco two properties on Pier 80, along Cesar Chavez Street east of Illinois Street. One consists of a 30,000-square-foot warehouse/shop building adjacent to a 37,000-square-foot yard. And the other consists of 13,700 square feet of space in a small office building. With the purchase and lease of new properties elsewhere, it is anticipated that the storage, shop, and administrative functions now housed at Pier 80 will be relocated by the beginning of 2006.

After leasing the building for approximately four months, Muni purchased in July 2005 a 103,000-square-foot warehouse on Burke Avenue, just off Third Street south of Cargo Way, to serve as the Railway's central warehouse. Muni relocated over \$12 million in parts and equipment from a smaller, rental warehouse in April 2005. Other stored items now at Pier 80 will be moved to Burke Avenue as well, or in some cases to the Port property under lease at 1399 Marin. Plans are now underway to modify the Burke Avenue facility to accommodate the relocation of Muni's Overhead Lines Maintenance function from the seismically deficient 1401 Bryant facility. That move is expected by the end of 2006.

Administrative Offices

The headquarters offices of the MTA are currently located in rental space on the 3rd floor of the War Memorial Building at 401 Van Ness Avenue. Also located there are the offices of the Human Resources Department of Muni. This building is slated for a major seismic upgrading sometime in the next few years.

Several other Muni staff functions are located in rental space at 875 Stevenson Street. These functions are: Finance, Security, and Information Technology (IT support, including Muni's main computer room). Although both 875 Stevenson and 401 Van Ness are located in the Civic Center area, they are six blocks apart, and require frequent and time-consuming "commuting" on the part of their respective staffs.

Three other Muni-owned facilities, at widely dispersed locations, house the remainder of Muni's administrative staff functions. While the two Civic Center locations are several blocks apart, these other locations are several *miles* apart, and the wasted staff time commuting among them is a detriment both to efficiency and to coordination of effort.

The following Muni functions are at 949 Presidio Avenue: the Employee Services Section (including Muni's federally mandated drug and alcohol testing program), the Revenue Center, Schedules Department, Reproduction, Photography, Accessibility Offices, Passenger Services, and the Muni Health and Safety Department. This facility also serves as one of Muni's two trolley coach operating divisions, though the office functions are generally in a separate part of the property. Also at 949 Presidio, though not an office function per se, is the Railway's Operator Training Facility.

At 700 Pennsylvania Avenue are the administrative offices of the Operations and Maintenance Departments of the Railway, including Materials Management, Purchasing, and Fleet Engineering. This facility was originally envisioned as housing maintenance-of-way functions, mostly shops and storage, with minimal office uses. However, until new office space elsewhere can be found (see below), numerous staff functions will continue to be housed at 700 Pennsylvania.

Finally, there is a small office building at 425 Geneva Avenue, adjacent to the Green Division rail facility. Most of the uses in this building are related to rail operations and maintenance, but some functions, such as Station Operations, could be centralized elsewhere, preferably in the Civic Center area.

New Facilities

Islais Creek

As noted under ***Motor Coach Facilities***, Muni's inadequate Kirkland Division will soon be replaced by a new Operating Division for alternative-fueled motor coaches (Islais Creek). Islais Creek has been designed to occupy 8.3 acres of land bordered by Cesar Chavez Street on the north, Indiana Street on the east, Islais Creek on the south, and the northbound Cesar Chavez off-ramp from I-280 on the west. Site preparation will start in 2005, and all project construction is scheduled to be complete by 2010. The Islais Creek project consists of four elements:

Fuel and Wash Facility: A 16,200-square-foot building to include a fuel dispensing system for both diesel and lighter-than-air fuels, a bus cleaning and washing system, and a fare retrieval system, plus a 1,900-square-foot building with an AC power substation and emergency generator, office space, bathrooms and locker rooms, and mechanical and electrical rooms.

Maintenance and Operations Building: A 64,400-square-foot building consisting of the following: 1) a one-story maintenance area with 16 bus bays, providing facilities for lifting, steam cleaning, high-pressure parts washing, and brake, chassis, and dynamometer testing; and 2) a main building with a brake shop, welding/electric shop, tool room, engineering office and shop, tool storage, compressor room, parts and battery storerooms, a public-access conference room, restrooms, and lobby, all on the main floor, plus administrative and dispatcher's offices, lockers/showers/toilets, lunchroom and vending room, and (for bus operators) an assembly room, a quiet/TV room, and an exercise room, all on the second floor.

Parking Area: Parking for 165 40-foot motor coaches, 19 non-revenue vehicles (mostly maintenance trucks), and a large number of employee private autos. Employee parking that cannot be accommodated on-site will be provided for at 1399 Marin, across Indiana Street from the planned Islais Creek facility.

Shoreline Improvements: Integral to the facility design, and for use by Muni employees and the general public, the project will include major waterfront improvements on a strip of land approximately 40 feet wide and 800 feet long. Improvements will include hardscape, landscape, benches, a pedestrian and bicycle path, a small beach area, and an art structure, all designed to reflect the historical industrial and port uses along San Francisco Bay and the Islais Creek inlet.

Burke Avenue Warehouse

As noted under ***Support Facilities***, Muni has purchased a new warehouse at 1570-1580 Burke Avenue, which will be used as Muni's new Central Warehouse and, later, as a new facility for the Overhead Lines Department. Since 1987, Muni leased a 50,000-square-foot warehouse at 309 23rd Street, on Pier 72 east of Illinois Street, for use as a central warehouse. Through relocation of the warehouse and overhead lines functions to the Burke Avenue facility, Muni will consolidate functions. Warehouse functions were moved to Burke Avenue in April 2005. Muni's overhead lines functions would move in sometime in 2006, after the necessary improvements are made to the property to accommodate those activities.

One South Van Ness

The Municipal Transportation Agency now leases the entire third floor in an office building at One South Van Ness Avenue for Municipal Railway staff who relocated from five floors at 1145 Market Street. This new lease offers the opportunity to consolidate Muni functions.

Muni's Construction Division, Capital Planning and External Affairs, Contract Compliance, Workers Comp and EEO, and Service Planning functions relocated in June 2005 from 1145 Market Street to One South Van Ness. The additional space will allow Muni to also move System Safety staff to the new location, providing the following added benefits: 1) Safety staff, now at 949 Presidio, will be closer to

other Muni staff with whom they regularly work and confer, 2) Safety will be close to the major transit hub of Market and Van Ness, and 3) Muni's goal of making Presidio an operations-only facility will be closer to realization, and with it, the realization of Presidio's potential as a significant revenue-producing joint development project site.

The One South Van Ness lease also includes options to expand to other floors in the building, potentially accommodating the desire to bring all administrative offices of the MTA together in one building. Ultimately, the lease also allows for the purchase of the building by the City.

Muni has just exercised an option to lease the seventh floor, and will relocate MTA administrative functions from 401 Van Ness, 875 Stevenson, 700 Pennsylvania, as well as nearly all DPT staff functions, currently located at 25 Van Ness. All of these functions are slated to occupy the seventh floor by the end of 2005.

Finally, MTA proposes to relocate the balance of both Muni and DPT. Administrative functions remaining at 875 Stevenson and 949 Presidio and elsewhere, to other floors at One South Van Ness. If the City purchases the building, no MTA offices will be housed in rental space, subject to the vagaries of the office rental market. Also, of course, it will make possible much more efficient and meaningful staff-level cooperation and collaboration, among all disciplines within Muni and DPT. This office consolidation will also mean that Muni's 700 Pennsylvania Avenue building can be returned to its originally intended function as a maintenance facility. Finally, it will further Muni's goal of making 949 Presidio an operations-only facility, and with that, the realization of Presidio's potential as a significant revenue-producing joint development project site (see below).

Asset Development

Muni owns property in several San Francisco neighborhoods. Many of these properties have excellent transit service, highway access, and prime locations. Muni has already undertaken the development of one such parcel for joint transit/commercial use, and is exploring opportunities at several other sites. Income derived from such development can support Muni's operating budget through ongoing revenue streams, or provide infusions of capital for major projects.

Mission/Steuart Hotel

The Mission and Steuart site, a former Muni bus layover yard, was selected in 1996 in the Municipal Railway Assets Development Study as a site for commercial development to increase Muni's revenues. The study concluded that a hotel had the best potential to provide Muni with substantial long-term revenues on the site, and would be the use that would be the most compatible with the surrounding area. After a competitive process, a team consisting of a developer, a hotel operator, and an architect was selected. Groundbreaking was celebrated on October 9, 2003, and Hotel Vitale opened March 9, 2005.

Hotel Vitale is at 8 Mission Street on the corner of Steuart Street, across The Embarcadero from the Ferry Building. The hotel is operated under a 51-year lease with an option for a 14-year extension. Under the lease, the developer pays all costs of operating, maintaining, and repairing the hotel, and will pay rent to the MTA estimated to average about \$4,790,000 a year over the lease's life. It will provide Muni with revenues totaling approximately \$311 million, plus an additional \$500 million in tax revenues to the City during the life of the 65-year lease. After 65 years, Muni will own the hotel outright. Anticipated revenues from this project are included in the financial projections shown in the Operating Financial Plan chapter.

Kirkland Yard

Once the new Islais Creek motor coach facility is in operation in 2010, Muni's 2.6-acre Kirkland Division property will be available for redevelopment. The Kirkland property is surrounded by commercial and residential development, and is no longer suitable for industrial use. In early 2003, an economic development analysis was conducted for this property. Based on that document, Muni is planning to issue

a Request for Qualifications and a Request for Proposals (RFQ/RFP), seeking a development partner with the capability of defining, planning, entitling, and implementing a high quality, medium-density residential project at this site.

In April of 2004, a Citizens' Advisory Committee (CAC) was formed, consisting of residents, business owners, and interested parties from the Fisherman's Wharf area, to assist Muni with plans for the redevelopment of the Kirkland property. Two meetings of the CAC were held, together with one community-wide meeting in the summer of 2004. There was general support for the concept of housing on the site, with some concerns voiced about the affordability of the new units. The MTA Board has been briefed on the progress of redevelopment plans, and before an RFQ or an RFP is issued, the CAC will meet to consider it, and the MTA Board will have to approve it. Muni expects to gain significant revenues from this valuable property, which could be in the form of either a lump sum payment or an ongoing revenue stream.

Phelan Loop

A site of approximately 1.4 acres at Ocean and Phelan Avenues serves as the off-street terminal for the 49-Van Ness/Mission trolley coach route and the 15-Third motor coach route. Three other bus routes, plus the K-line streetcar, stop adjacent to this property, on either Ocean or Phelan. This stretch of Ocean Avenue, and the adjacent City College of San Francisco (CCSF) campus, are part of the City Planning Department's "Better Neighborhoods 2002" planning process.

In addition to that ongoing planning process, City College representatives have been in discussions with the Public Utilities Commission concerning changes in the use of the PUC's nearby reservoir property. A community consensus has already coalesced around the idea that CCSF expansion onto part of the reservoir property should be linked directly to a re-invigorated Ocean Avenue commercial strip. Muni's Phelan Loop lies directly between the reservoir property and the portion of Ocean Avenue most in need of improvement, and thus could provide the desired linkage.

Muni has already indicated interest in redesigning this bus terminal in such a way as to support a new "gateway" to City College. The project would include a 3-4 story affordable housing development with retail or educational development at ground level on part of the Phelan Loop. The remainder would be reserved for open space desired by the community and a reconfigured bus turnaround on an area just east of the existing loop. Adjacent bus and rail stops could also be reconfigured to better serve CCSF students and inter-route transfers. Several options have been explored in connection with the Better Neighborhoods planning process, at the end of which a Neighborhood Specific Plan and a Program Environmental Impact Report will be adopted to guide new development and encourage private investment in the adjacent area. As with the Mission/Steuart Hotel, Muni will only enter into a development agreement if it will generate revenues for Muni and not negatively impact transit service.

Balboa Park and Upper Yard

Muni owns a significant amount of land in the Balboa Park area, including the Green Yard, Geneva Yard, and the Upper Yard. In 2004 Muni transferred the Geneva Office Building to the Recreation and Park Department for development as a community facility. When Metro East relieves some of the pressure on the Green Division, Muni will have an opportunity to reexamine the operation and efficiency of these pieces of real estate, and evaluate whether a joint development project can be contemplated. Muni would also have to make some decisions about current and future need for the Upper Yard, service plans for the rail and bus lines through this area, and how to store, maintain, and dispatch a growing fleet of historic vehicles.

As mentioned in Chapter 5, Muni will be working with other City agencies, BART, and Caltrans, to begin conceptual engineering and service planning work for a wide variety of improvements in the Balboa Park station area. The conceptual engineering should be completed within two years and will result in a conceptual cost estimate, phasing, and funding plan for the station area improvements. There will be a

focus on designing and implementing short-term improvements while the larger, more complex long-term improvements move through the process.

Presidio

As noted above, Muni’s Presidio Division is outdated and inadequate as a trolley coach division, and the Revenue Center housed there is too small and lacks proper security. As the only trolley coach facility in the western part of the City, it is crucial to Muni operations. However, like Kirkland Division, the site has considerable development potential. It commands a stunning view of downtown, affords a convenient downtown commute along Geary Boulevard, and is surrounded by considerable retail uses and desirable residential neighborhoods.

Once the administrative offices and Revenue Center that share the site with trolley coach operations are relocated to One South Van Ness, and an alternate site is found for the Operator Training Center that also shares this site, the property will be amenable to some type of joint development project. Redevelopment options range from building new, high-rise residential buildings on the southern portion of the site (where the office and Revenue Center now stand) to decking over the entire 5.4-acre site for a major residential and mixed use project. Any redevelopment option will have to include expanding or rebuilding the cramped bus maintenance facility on the lower level(s) of the property.

Facilities Safety Program

The Facilities Safety Program includes a series of projects designed to improve the safe operation of Muni facilities. Figure 85 is a list of safety projects that have completed or are scheduled for completion by the end of 2006.

Figure 85: Facilities Safety Program

Phase	Year	Cost
Presidio Shop Safety Upgrade	2005	\$735,000
Woods Vehicle Lift Replacement	2005	\$1,560,000
Potrero Storeroom Isolative Wall	2003	\$13,520
Potrero Pit Safety Net Improvement	2005	\$67,600
Potrero Pit Drain Sump System	2006	\$676,000
Pigeon Abatement	2005	\$135,200
Potrero Eye Wash Improvement	2006	\$161,403
Motive Power Emergency Lights	2006	\$27,040

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