



Agenda Item No. 1

To: Building and Operating Committee/Committee of the Whole
Meeting of August 23, 2007

From: Alan R. Zahradnik, Director of Planning
Celia G. Kupersmith, General Manager

Subject: **STATUS REPORT ON THE DISTRICT'S SAN FRANCISCO DISPATCH
AND BUS STORAGE FACILITY**

Recommendation

The following report is provided for informational purposes and no action is recommended.

Summary

Since the initiation of Golden Gate Transit (GGT) transbay commute bus service in 1972, the District has leased property near the Transbay Bus Terminal (TBT) at First and Mission Streets for dispatch and midday storage of buses operated into downtown San Francisco in the morning peak period, parked and then dispatched back to Marin and Sonoma counties in the evening peak period. Prior to 2003, Caltrans provided lease properties located just south of the TBT at Folsom/Main Streets and Beale/Howard Streets. Since 2003, District has had to move farther from TBT and currently leases privately owned property at 8th and Harrison Streets. The current lease costs the District about \$1 million per year and the property is available for our use through 2012. The District has been trying to permanently secure property for a bus dispatch and storage facility in downtown San Francisco since the early 1980s.

With this goal of securing a permanent site for its bus facility, since 1999 District staff has participated in regional efforts, led by the Metropolitan Transportation Commission (MTC) and later the Transbay Joint Powers Authority (TJPA), to develop a new Transbay Terminal Center (TTC) on the site of the existing TBT. After five years of study, culminating in a Final Environmental Impact Report, TJPA received approval from the San Francisco Board of Supervisors to move forward with TTC design and implementation. The approved TTC plan includes off-site bus dispatch and storage facilities for GGT and AC Transit located on Caltrans property under I-80 at 3rd Street, which will be available for public transit use after Caltrans' completion of the seismic retrofit of the west approach to the Bay Bridge.

Since 2005, staff has participated in the TJPA's Technical Advisory Committee for the design of the new TTC and bus-related support facilities, including the District's dispatch/storage facility. TJPA preparation of a detailed conceptual design of the GGT bus storage facility began in September 2006. This design effort has revealed a number of issues affecting our eventual use of

the facility that have prompted District staff to bring to the attention of TJPA and San Francisco Municipal Transportation Agency (MTA) staffs. The issues are:

1. Actual number, size and location of I-80 freeway support columns constructed for the Bay Bridge/West Approach Seismic Retrofit may reduce bus storage capacity and limit circulation in the lot more than expected.
2. A sound wall proposed in the EIR to mitigate noise to the adjacent community and proposed public parking on the site to mitigate for loss of on-street parking to the adjacent community may reduce bus storage capacity and limit circulation in the lot more than expected.
3. A new proposal by MTA/Muni to relocate a proposed light rail portal (as part of its Central Subway project) immediately in front of the 4th Street entrance to the District's facility may block access to the site.
4. A recent finding that the proposed exit from the District's facility via an exclusive bus ramp over 3rd Street may not be feasible to construct and operate, and may result in buses having to exit via an at-grade intersection with 3rd Street. MTA/Department of Parking and Traffic (DPT) is concerned about the impacts of this bus exit on 3rd Street traffic. DPT has also recently expressed concern about traffic circulation patterns around the District's facility identified in the approved TTC plan.

District staff is working closely with TJPA and MTA staffs to attempt to resolve these issues in a manner that can effectively accommodate the District's bus facility.

Fiscal Impact

There is no fiscal impact associated with this informational report.