



July 29, 2013

Martha M. Mangold
Foreperson
County of San Francisco Civil Grand Jury
400 McAllister Street, Room 008
San Francisco, CA 94102-4512

Subject: Response to the Civil Grand Jury's Report on Optimizing the Use of Publicly Owned Real Estate

Dear Ms. Mangold:

This letter is in response to the Civil Grand Jury's Report on *Optimizing the Use of Publicly Owned Real Estate*. The SFMTA appreciates the work of the Grand Jury and wanted to provide you with SFMTA's comments on the section of the report that applies to the Kirkland facility.

Since around 1950, the SFMTA has used the 2.6 acres on Beach at Stockton Streets in Fisherman's Wharf -- Kirkland Yard -- to site buses that provide daily transit service to thousands of Muni riders particularly in the Northern part of the City. Over time, the surrounding land uses have changed. In the past decade, the SFMTA considered relocation of the bus operations from Kirkland to make the site available for alternate uses. However, given the growth in the City and the new transportation projects and vehicles required to support the growth plus the fact that most of the transit facilities are now in the southern part of the City, the SFMTA has felt it was imperative that we continue to use Kirkland as a transit facility.

The need to keep this facility for transit needs has been confirmed by the recently completed *SFMTA's Real Estate and Facilities Vision for the 21st Century Report* (summary report attached), SFMTA now considers Kirkland to be a necessary and strategic location for transit vehicle storage and maintenance, due to location, operating considerations, changing fleets, and constrained real estate. The study did identify some measures that SFMTA should take to address community concerns such as:

- Reducing the fleet assigned to the site, thus eliminating the need to use surrounding streets for normal on-site operations;
- Using the site for articulated buses (including vehicles required for bus rapid transit services) to increase flexibility; and
- Reducing impact on the surrounding neighborhood with canopy-covered facility.

The City's demand for more transit service is expected to grow to an estimated one million Muni riders by 2030. To accommodate the updated ridership projections and provide reliable increased service, SFMTA must retain all existing real estate, and also consider additional sites.

Edwin M. Lee
Mayor

Tom Nolan
Chairman

Cheryl Brinkman
Vice-Chairman

Malcolm Heinicke
Director

Jerry Lee
Director

Joél Ramos
Director

Cristina Rubke
Director

Edward D. Reiskin
Director of Transportation

One South Van Ness Ave.
Seventh Floor
San Francisco, CA 94103

Tele: 415.701.4500

www.sfmta.com





SFMTA Response to Civil Grand Jury's Report on Optimizing the Use of Publicly Owned Real Estate
July 29, 2013
Page 2 of 2

SFMTA remains committed to working with neighborhoods and communities to minimize impacts from transit operations at the Kirkland Yard.

Thank you for the opportunity to review the Grand Jury's Report.

Sincerely,

A handwritten signature in black ink, appearing to read "E. Reiskin", is positioned below the word "Sincerely,".

Edward R. Reiskin
Director of Transportation

Attachment: *SFMTA's Real Estate and Facilities Vision for the 21st Century Report - Summary*