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## MEMORANDUM

DATE: July 19, 2011

TO: Honorable Members of the San Francisco Board of Supervisors

FROM: Debra A. Johnson  
 Acting Executive Director/CEO

SUBJECT: Response to San Francisco Board of Supervisors Resolution No. 247-11

This memorandum is in response to Resolution No. 247-11 dated June 7, 2011 approved by the San Francisco Board of Supervisors and related to the execution of a lease at 1455 Market Street for the San Francisco Municipal Transportation Agency's (SFMTA) Transit Management Center (TMC). The Resolution requests, *"that Real Estate Division and the SFMTA shall provide a report to the Budget and Finance Committee, within 3 months, addressing the plan for the use of space which will no longer be needed by the SFMTA for real-time command and control functions and the possibility releasing the space for use by city departments."*

The table below summarizes the space that will be vacated and released by the SFMTA when the TMC opens in mid-2012-2013.

Function moving to TMC	Current Address	Size (sq. ft.)	Use of Space once TMC is available	Comments/ Est. Savings
Line Management Center	One S. Van Ness, 8th floor	3,000	SFMTA	Space being evaluated for use by Proof of Payment Function (currently housed at Metro East) and Schedules (currently at 949 Presidio).
SFGo, Traffic Management Center	25 Van Ness, #210	3,824	Other CCSF Depts.	Real Estate Department will rent to other CCSF department(s). SFMTA saves \$86,269 per year. Assuming replacement tenant is identified (search underway) revenue to Building Operations will be unaffected.
Security Monitoring Center	One S. Van Ness, 8th floor	2,500	SFMTA	Vacated spaced to be used by Muni Transit Assistance Program (MTAP) (currently housed at Metro East) and vacated space at Metro East will be occupied by the Signal Shop (currently housed at 700 Pennsylvania) and vacated space at 700 Pennsylvania will be occupied by Training (currently housed in four locations).

Parking Control Officer Dispatching	505 7th St.	9,680	Caltrans	The 571 10th St. lease is month-to-month with Caltrans. The SFMTA will terminate the lease and move the Scofflaw Dispatching Office into 505 7 <sup>th</sup> St., after the Parking Control Officer street dispatching is moved to the TMC. The SFMTA saves \$19,800 per year.
Muni Operation Central Control	131 Lenox Way	7,500	SFMTA	Digital Shop maintenance personnel will stay at Central Control. All vital subway train control systems reside in this facility, the facility is retained as a vital backup central control center for best practice redundancy, safety and security.
Power Control Center	2502 Alameda St.	48,000	SFMTA	Traction power maintenance and repair shop personnel will remain at the facility. All vital traction power and control systems reside in this facility. The facility is retained as a vital backup traction power control center for best practice redundancy, safety and security.

Additionally, between fiscal years 2005-2006 and 2011-2012, the SFMTA consolidated its administrative offices into six floors at One South Van Ness Avenue and terminated leases and MOUs in several locations resulting in net savings of \$2.9 million annually in lease payments.

### **SFMTA Space Needs**

The SFMTA has significant needs to expand and upgrade its real estate and facilities in order to sustain operations and meet the growth in demand for transportation services in the coming decades. Given the wide range of functions under the SFMTA's jurisdiction, the Agency must address the current and future needs of these various areas including transit, enforcement, traffic signals, towed cars, maintenance shops, operational centers and administrative offices. A preliminary estimate of future land needs is about 31 acres of additional property will be required to accommodate the anticipated growth for fleet, facilities and other transportation infrastructure. The Agency is in the process of issuing a Request for Proposals for *The SFMTA's Real Estate and Facilities Vision for the 21<sup>st</sup> Century* to fully identify the required land and buildings to support the future transportation system effectively, as well as analyze viable re-purposing options of existing SFMTA real estate. This report will be shared with the public once finalized in approximately spring 2013.