

Petitions and Communications received from May 4, 2010, through May 10, 2010, for reference by the President to Committee considering related matters, or to be ordered filed by the Clerk on May 18, 2010.

From S.F. Conventions and Visitors Bureau, submitting opposition to proposed resolution calling for a boycott of the state of Arizona and Arizona-based businesses until Arizona repeals Senate Bill 1070. File No. 100256, 17 letters (1)

From concerned citizens, submitting opposition to proposed resolution calling for a boycott of the state of Arizona and Arizona-based businesses until Arizona repeals Senate Bill 1070. File No. 100256, 18 letters (2)

From Department of Human Resources, submitting request for waiver of Administrative Code Chapter 12B for the Holiday Inn Golden Gateway. (3)

From Supervisor Daly, submitting copy of letter sent to the Rules Committee supporting the appointment of Erich Pearson, as member of the Medical Cannabis Task Force. File No. 100422, Copy: Rules Committee Clerk (4)

From Office of the Mayor, submitting replacement pages 35-42 for the Mayor's proposed May Budget Book for FY2010-2011. (5)

From Department of Public Health, submitting the Hazardous Materials Spill Report. (6)

From SF Ocean Edge, regarding the Department of Recreation and Parks decision to do a full Environmental Impact Report on the Beach Chalet's Soccer Development in Golden Gate Park. (7)

From State Department of Parks and Recreation, submitting notice that the Geneva Office Building and Power House was placed on the National Register of Historic Places. Copy: Each Supervisor (8)

From California Beef Council, submitting their concerns regarding passage of legislation declaring each Monday as "Vegetarian Day" in San Francisco. (9)

From Richard Rhodes, submitting opposition to re-naming Third Street to "Willie Brown Boulevard" in San Francisco. (10)

From Public Utilities Commission, regarding the Solar Energy Agreements with the Recurrent Energy Company. File No. 090093, Copy: Each Supervisor (11)

From Office of the Sheriff, submitting request for waiver of Administrative Code Chapter 12B and 14B for Crown Industrial Supply. (12)

From Verizon Wireless, submitting notification letter for a cellular site at 6221 Geary Boulevard. (13)

From Verizon Wireless, submitting notification letter for a cellular site at 135 Mississippi Street. (14)

From State Fish and Game Commission, submitting notice of proposed regulatory actions relative to Automated License Data Systems and Commercial Applications. (15)

From concerned citizens, submitting support for the proposed legislation concerning the sit/lie law. File No. 100233, 9 letters (16)

From concerned citizens, submitting opposition to the appeal filed against the Planning Department's decision regarding the Nob Hill Masonic Center at 1111 California Street. File No.100451, 17 letters (17)

From concerned citizens, submitting support for appeal filed against the Planning Department's decision regarding the Nob Hill Masonic Center at 1111 California Street. File No. 100451, 8 letters (18)

From concerned citizens, submitting opposition to proposed placement of four cell antennas at 3281-16th Street. 2 letters (19)

From San Francisco Dog Owners, submitting petition requesting that entry into Golden Gate Dog Park be opened during all events. (20)

From Office of the Controller, submitting their Nine-Month Budget Report for FY2009-2010. (21)

From San Francisco Grand Jury, submitting report entitled Sharing the "Roadway: From Confrontation to Conversation." Copy: Each Supervisor, Government Audit and Oversight Committee Clerk (22)

From Robert Jacobs, suggesting the Police Crime Lab be placed under the Coroner's Office. (23)

From concerned citizens, submitting support for the community slate nominees of the San Francisco Medical Cannabis Task Force. File No. 100422, 6 letters (24)

From concerned citizens, regarding MUNI bus service. (25)

From concerned citizens, submitting support for keeping General Java and Café Nightingale open at San Francisco General Hospital. 10 letters (26)

From Laura Hamilton, submitting comments on the proposed performing arts center for jazz in San Francisco. (27)

From Matthew Feriss, regarding his experience on the California Street Cable Car. (28)

From Francisco Da Costa, concerning time to bring all people together in San Francisco. (29)

From Motus Trade, Inc., inquiring how his company can bid for the San Francisco payroll contract that is now outsourced to a Mesa Arizona Company. 2 letters (30)

From David Fariello, regarding the Department of Public Health's FY2010-2011 proposed Budget. (31)

From concerned citizens, urging the Board of Supervisors to protect Supportive Housing services in the FY2010-2011 Budget. 12 letters (32)

From Bo Links, urging the Board of Supervisors to preserve Sharp Park. (33)

From Jean, concerning parking fees in Golden Gate Park. (34)

From Sylvia Tam-Lee, regarding her frustration toward the whole enrollment process to SF Unified School District. (35)

From Aaron Goodman, regarding the proposed Parkmerced development. (36)

From State Public Utilities Commission, submitting notice that on June 3, 2010, the State Public Utilities Commission will be issuing a decision regarding 2-1-1 California, seeking to be named the lead 2-1-1 agency in California. (37)

File 100256



"Laurie Armstrong"
<larmstrong@sanfrancisco.travel>

05/03/2010 03:52 PM

To <john@tappero.net>
cc <gavin.newsom@sfgov.org>, <board.of.supervisors@sfgov.net>, "Laurie Armstrong" <larmstrong@sanfrancisco.travel>
bcc Board of Supervisors/BOS/SFGOV

Subject FW: Unbelievable - John Tappero

Thank you for your email. I am sharing your message with the offices of the Mayor and the Board of Supervisors.

To express your concerns directly, please contact the Mayor's Office at gavin.newsom@sfgov.org and the Board of Supervisors at board.of.supervisors@sfgov.org.

As a sales and marketing organization, our role is to market the city as a visitor destination. The San Francisco Convention & Visitors Bureau opposes travel boycotts in general.

Our hope is that this issue will be resolved quickly so that we can continue our work welcoming visitors to one of the world's favorite cities.

I know that this issue is important to you. I hope that, once it is resolved, we can welcome you as well.

Sincerely,

Laurie Armstrong
Vice President, Public Affairs
San Francisco Convention & Visitors Bureau

**Document is available
at the Clerk's Office
Room 244, City Hall**

From: John Tappero [<mailto:john@tappero.net>]
Sent: Wednesday, April 28, 2010 8:30 PM
To: SFCVB PR Department; SFCVB Tourism Department
Subject: Unbelievable

Wow,

My family and I have a week-long vacation planned in July with a hotel booked in Union Square. We were planning on spending several thousand dollars in your fair city, but after your Mayor's boycott of AZ, I am scrapping all of this and now looking into bookings in Sedona/Grand Canyon instead. I'm sure you don't care about the impact of losing one piddly family vacation. That's okay. I still plan on blogging about this and urging my other blogging friends to boycott your city. Shame to let your political activism BS get in the way, but oh well.

Thank you,

John Tappero

(1)



Jackson Franco
<jacksonsold@yahoo.com>
05/03/2010 04:01 PM

To gavin.newsom@sfgov.org
cc board.of.supervisors@sfgov.org
bcc

Subject A NOTE FROM THE ATLANTA GAY NETWORK

F: 100256
~~100100~~

History: This message has been forwarded.

My name is Jackson Franco and I am the Executive Director of the Atlanta Gay Network, a group of about 350 - 400 gay Realtors and real estate associated professionals.

We are canceling our plans to hold a conference, our first, in your city in the fall because we are disturbed by your policy to side with illegal alien drug smugglers, murderers, gangs and workers who fail to pay taxes and send most of their cash pay back home in remittances totaling in the tens of billions yearly versus the law abiding citizens (70%) of Arizona who favor this law and the 51% (to 39%) of Americans who favor it.

With your city's record of aiding and abetting illegal aliens who murder innocent civilians, San Francisco is treading on thin ice with this new friendship with illegals in AZ. You already have the blood of an innocent man and his sons on your hands and now you have the blood of anyone who is hurt or murdered by illegals in Arizona by illegal aliens on them, too.

Mr. Newsom, you clearly failed to consider that there are many potential tourists who are put off by your boycott and that SF will lose millions of tourism dollars due to this boycott. Not only will we not go to your city for our conference, we will hold it in Arizona, at one of their fine resorts. At the very least, we can be sure that none of our conferees will be the victim of an illegal alien criminal. Further, we will do our best to deter all of our fellow Realtors, friends and others from spending any tourist dollars in your city.

You have made a very bad decision.

Jackson Franco
Atlanta Gay Network
Atlanta, GA

**Document is available
at the Clerk's Office
Room 244, City Hall**

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CITY AND COUNTY OF SAN FRANCISCO HUMAN RIGHTS COMMISSION

S.F. ADMINISTRATIVE CODE CHAPTERS 12B and 14B WAIVER REQUEST FORM (HRC Form 201)

FOR HRC USE ONLY Request Number:

Section 1. Department Information

Department Head Signature: [Signature]

Name of Department: HRD

Department Address: 1 South Van Ness Avenue, San Francisco, CA 94103

Contact Person: Doug Stoddard, Personnel Analyst

Phone Number: (415) 557-4882

Fax Number: (415) 551-8935

Section 2. Contractor Information

Contractor Name: Holiday Inn Golden Gateway

Contact Person: Christopher Leong

Contractor Address: 1500 Van Ness Avenue, San Francisco, CA 94109

Vendor Number (if known): 09340

Contact Phone No.: (415) 447-3046

Section 3. Transaction Information

Date Waiver Request Submitted: 05/06/2010

Type of Contract: Purchase Order

Contract Start Date: 7/14/2010 \$33,821.20

End Date: 7/21/2010

Dollar Amount of Contract:

Section 4. Administrative Code Chapter to be Waived (please check all that apply)

[X] Chapter 12B

[] Chapter 14B Note: Employment and LBE subcontracting requirements may still be in force even when a 14B waiver (type A or B) is granted.

Section 5. Waiver Type (Letter of Justification must be attached, see Check List on back of page.)

[] A. Sole Source

[] B. Emergency (pursuant to Administrative Code §6.60 or 21.15)

[] C. Public Entity

[X] D. No Potential Contractors Comply - Copy of waiver request sent to Board of Supervisors on: 05/06/2010

[] E. Government Bulk Purchasing Arrangement - Copy of waiver request sent to Board of Supervisors on:

[] F. Sham/Shell Entity - Copy of waiver request sent to Board of Supervisors on:

[] G. Local Business Enterprise (LBE) (for contracts in excess of \$5 million; see Admin. Code §14B.7.1.3)

[] H. Subcontracting Goals

HRC ACTION table with fields for 12B/14B Waiver Granted/Denied, Reason for Action, and HRC Staff/Date.

DEPARTMENT ACTION - This section must be completed and returned to HRC for waiver types D, E & F. Date Waiver Granted: Contract Dollar Amount:

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**CITY & COUNTY OF SAN FRANCISCO
DEPARTMENT OF HUMAN RESOURCES**

TELEFAX TRANSMITTAL COVER SHEET

DATE: May 6, 2010
TO: Clerk, Board of Supervisors
FAX NUMBER: (415) 554-5163
FROM: Doug Stoddard, Personnel Analyst

TOTAL NUMBER OF PAGES (including cover sheet): 2

COMMENTS: I am providing you with a copy of a waiver request that the Dept of Human Resources submitted to the Human Rights Commission, for the rental of sleeping rooms at the Holiday Inn Golden Gateway for the administration of the H-33 Captain, EMS examination.

Please call me at 557-4882 if you have any questions or require further information.

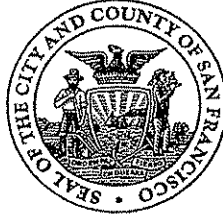
**FIRE SERVICES EXAMINATION UNIT
1 South Van Ness Avenue, 4th Floor
San Francisco, CA 94103
Voice Line: (415) 557-4822
Telefax Line: (415) 551-8935**

克里斯·戴利
CHRIS DALY

Board of Supervisors
District 6

May 5, 2010

Chairman David Campos
Rules Committee
San Francisco Board of Supervisors
City Hall - Room 244
SF, CA 94102



F: 100422

COMMITTEES

Rules Committee, Chair
City Operations & Neighborhood Services

MEMBER

Bay Area Air Quality Management District
Joint Powers Committee
Metropolitan Transportation Commission
SF County Transportation Authority
Transbay Joint Powers Authority
Treasure Island Development Authority, Ex Officio

COB
Rules
clerk
C Page

Rec'd
5/5/10
5:00pm
CP

Subject: Medical Cannabis Task Force - Supporting Erich Pearson

Chair Campos and Committee Members:

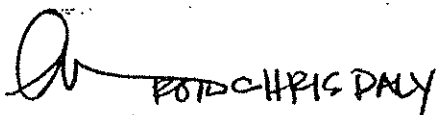
I write to urge your support for Erich Pearson for Seat #11 on the recently formed Medical Cannabis Task Force. I have known Erich for over five years through his strong advocacy for medical cannabis cultivation dispensary issues and I have a great respect for his deep knowledge and involvement in these issues.

Along with other advocates, Erich was a constant presence at the Board in 2005 when we were considering the initial MCD regulations and his unique knowledge and insight about dispensing and cultivation issues was extremely useful as we pioneered that legislation, the first major land use regulations of medical cannabis in the nation. His perspective as a compassionate cultivator who has worked with dispensaries across the Bay Area while providing free cannabis to low-income, severely ill San Franciscans should be represented in the City's advisory process as we consider future amendments to our regulatory structure.

Erich has been a consistent and strong supporter of progressive causes in San Francisco and has worked hard to raise awareness of MCD and cultivation issues in City government. The medical cannabis community in our City is diverse and, at times, sharp differences arise. However, it is important to ensure that the City forms an advisory panel that embraces these differences and provides a forum for discussion and resolution. I respect the process engaged in by a portion of the advocacy community in San Francisco, but the City would be well served to include a broader cross section of the medical cannabis community in these important discussions.

I urge you to support Erich Pearson's application to serve on the Medical Cannabis Task Force. Thank you for your consideration.

Sincerely,


Chris Daly

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Office of the Mayor
City & County of San Francisco



GALJ, COB, cpage
Gavin Newsom

May 5, 2010

Angela Calvillo
Clerk, San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Pl.
San Francisco CA, 94102

BY

AK



2010 MAY - 5 PM 4: 58

RECEIVED
BOARD OF SUPERVISORS
SAN FRANCISCO

Madame Clerk:

Attached please find replacement pages 35-42 for the Mayor's Proposed May Budget Book, 2010-2011. The new version corrects a technical error in the Municipal Transportation Agency's Total Budget - Historical Comparison report.

I look forward to working with you throughout the budget process. If I can be of any assistance, please do not hesitate to call upon me or my staff. I can be reached via phone at 554-6486.

Sincerely,

A handwritten signature in black ink, appearing to read "Greg Wagner".

Greg Wagner
Mayor's Budget Director

cc: Members of the Board of Supervisors
Harvey Rose, Budget Analyst
Ben Rosenfield, Controller

(5)

Municipal Transportation Agency

Mission

To provide a safe and efficient surface transportation network for pedestrians, bicyclists, transit customers, motorists and taxi customers. The Municipal Transportation Agency (SFMTA) operates the Municipal Railway (Muni) and manages parking, traffic and taxi regulation as well as pedestrian, bicycle and better streets programs. On a daily basis, the SFMTA endeavors to improve the quality of life for residents and visitors alike through implementation of the City's *Transit First* policy.

Services

The SFMTA provides the following services:

Municipal Railway provides trolley bus, motor coach, light rail, cable car, historic streetcar and paratransit services in the City.

Sustainable Streets enforces all local and state parking laws; issues parking permits; manages public parking garages and parking meters; installs and maintains traffic signals, traffic signs and street markings; coordinates safe traffic flow at school intersections on high-use transit corridors and in neighborhoods and commercial districts; and processes and adjudicates all parking citations and tow appeals.

Taxi Services ensures the provision of taxi service to residents of and visitors to San Francisco by enacting and enforcing rules concerning drivers, medallions (permits) and taxi companies.

Accessible Services manages contracted paratransit (door-to-door) service for customers who cannot avail themselves of regular Muni service due to disability as well as assist those customers with disabilities who are able to ride Muni services.

Pedestrian and Bicycle Programs are focused on improving conditions to encourage increased walking and bicycling to improve safety, ease congestion, reduce emissions, promote personal health and enhance the quality of life in this world-class city.

For more information call 311 or visit www.sfmta.com

Budget Data Summary

	2008-2009 Actual	2009-2010 Budget	2010-2011 Proposed	2011-2012 Proposed	Change from 2009-2010	% Change from 2009-2010
Total Expenditures	742,676,492	768,592,202	748,290,000	768,130,000	(20,302,202)	(3%)
Total FTE	4,533.85	4,366.56	4,066.83	3,988.36	(299.73)	(7%)

Budget Issues and Details

Pursuant to the Charter, in the spring of 2010 the SFMTA adopted its second, two-year operating budget for Fiscal Years 2010-11 and 2011-12. As was the case in the previous year, the agency faced projected deficits of \$56 million for Fiscal Year 2010-11 and \$45 million in Fiscal Year 2011-12, based on estimated increased costs and declining revenues driven by the lingering recession in California and the Bay Area.

While it is assumed that cost reduction initiatives and revenue enhancements approved by the SFMTA Board to offset the Fiscal Year 2009-10 operating budget deficit will provide some relief in the ensuing two fiscal years, these measures will not be sufficient to eliminate the projected deficits. Therefore, the proposed budget for Fiscal Year 2010-11 and 2011-12 includes a number of measures to close the operating budget deficit including:

- Further reducing work orders
- Imposing cost recovery fees
- Enforcing parking meters on Sundays in certain areas
- Installing more parking meters in certain areas
- Eliminating free reserved on-street parking spaces and permits
- Enforcing existing garage pricing ordinance by eliminating daily, early bird, monthly and annual rates
- Applying parking garage ordinance citywide
- Raising regulatory penalties for taxi violations
- Applying automatic indexing to Muni fares
- Consolidating transit stops
- Reducing service levels

Despite the detrimental effects of the nationwide recession, the SFMTA remains focused on improving the City's surface transportation network. This includes ongoing programs, pilots and services aimed at protecting the public's investment in the City's transportation system, keeping it in a state of good repair and making it more convenient while also advancing towards congestion and emissions reduction goals.

State and Federal Funding

The federal stimulus package enacted by Congress last year provided an initial allocation of \$67 million to the SFMTA--the largest transit agency allocation in the region. It is underwriting a dozen "shovel ready" projects designed to update and renew transit vehicles, facilities and vital systems as well as to improve customer convenience features. The SFMTA also is fully poised to compete for further federal stimulus funds as they become available.

At the same time, the SFMTA joined with transit advocates across California to advocate for reinstatement of State Transit Assistance funding. The Governor signed these bills in March 2010, resulting in \$36 million in additional revenue in Fiscal Year 2010-11 and \$31 million in Fiscal Year 2011-12. The SFMTA lost approximately \$130 million in State Transit Assistance funding between Fiscal Year 2008-09 and Fiscal Year 2009-10.

The Agency further benefitted from an unanticipated \$17 million in federal funds that became available after the Federal Transit Administration withdrew funding for the BART Oakland Airport Connector.

Concurrent with these opportunities, the SFMTA has received federal approval to proceed with final design of the Central Subway along with a line item in President Barack Obama's proposed budget which also includes funding to advance the Van Ness Bus Rapid Transit Project.

Improved Transit Shelters

The dynamic, new "Wave" transit stop shelters are starting to appear in the City and are offering customers a new era of comfort and technology as they wait for busses or trains. The existing 1,200 shelters are being replaced at a rate of 175 per year. Approximately half of them feature solar power and a push-to-talk feature to ensure that visually impaired people receive messages generated by the NextMuni displays. The new shelters are funded through an advertising contract and do not rely on the MTA's operational budget.

SFpark

SFpark, the federally-funded program to optimize parking management, is on track to roll out pilots around the City. This program will use state-of-the-art technology to reduce traffic congestion for public transit by guiding motorists to available street parking spaces and municipal garages as quickly and conveniently as possible. Advanced parking management allows SFpark to monitor parking supply and demand to provide drivers with real-time parking availability and practical information about where to park in San Francisco. It will also make payment more convenient through acceptance of credit and smart cards. The pilot projects will launch in the current fiscal year and will cover a quarter of the City's metered spaces and thousands of spaces in parking garages.

SFgo

The citywide Intelligent Transportation program, SFgo, will roll out a number of ambitious initiatives. Two major projects include the Parking Guidance System, which will support SFpark and also broadcast traveler information over different media, and an upgrade of the communications infrastructure required to implement Bus Rapid Transit in the Van Ness corridor.

Taxis

Proposition E, passed by voters in 1999, created the SFMTA and also gave the Board of Supervisors the option to transfer oversight of the Taxicab Commission to the Agency. As of March 1, 2009, the Taxicab Commission has merged with the SFMTA as the Taxi Services Section. The SFMTA Board now has the authority to regulate the taxi industry and other vehicles for hire in San Francisco. This merger completes the integration of surface transportation management that will enable the SFMTA to further promote *Transit First* in San Francisco and to improve Muni's on-time performance. The SFMTA this year already has approved a Taxi Medallion Sales pilot project that will change the way some Taxi Medallions are sold, marking the first step to reform in this area after decades of debate.

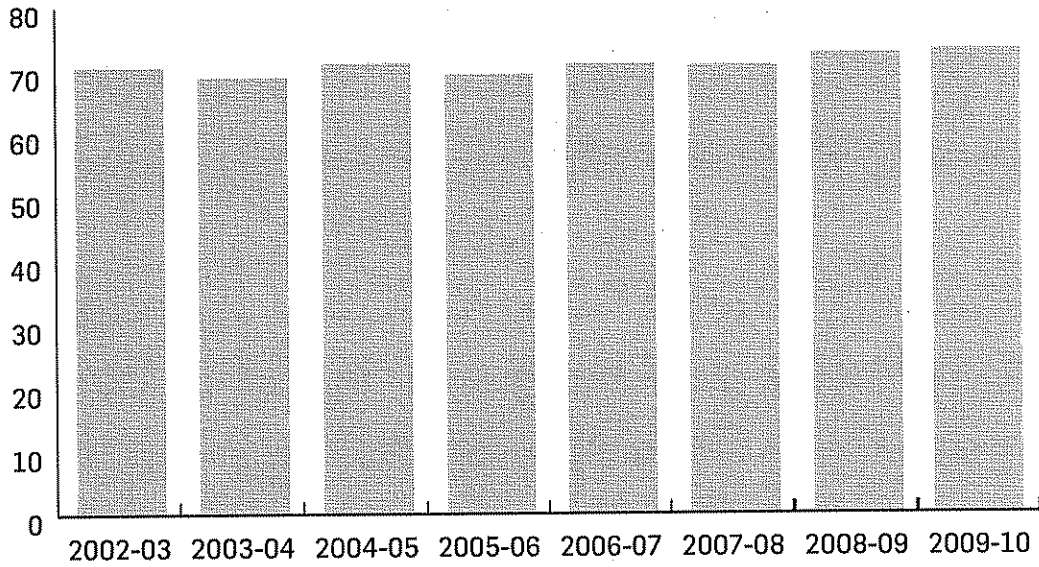
Pedestrian Safety

Projects falling under the pedestrian program focus on increased pedestrian safety, accessibility and convenience. Following public review and input, the Golden Gate Park Pedestrian Improvement Study was approved by the Concourse Authority and Recreation and Park Commission. The study provides a framework for pedestrian access and circulation improvements in the park for the next several years. The Better Streets Plan is expected to be approved by the Board of Supervisors in the spring of 2010 and will provide a comprehensive blueprint for greater safety and enjoyment of the City's streetscapes.

Making San Francisco More Bicycle Friendly

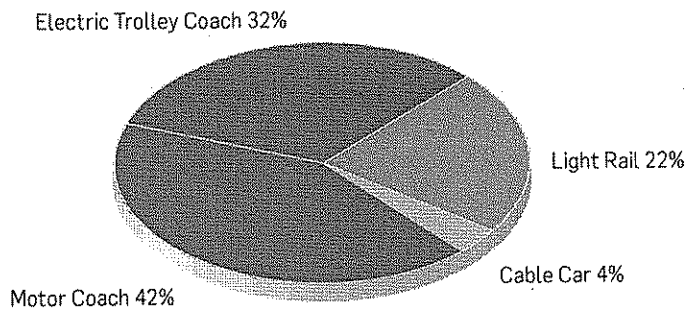
The SFMTA continues to aggressively pursue the Mayor's goal of having bicycles account for 10 percent of all trips in the City. In 2009 the injunction which had delayed implementation of the Bike Plan for three years was partially lifted, allowing for a number of bicycle projects to commence, including new bike lanes. It is anticipated that the entire injunction will be lifted by summer 2010, spurring another wave of improvement projects, including an innovative bicycle sharing program that has been successful in a number of European and American cities.

Percentage of Muni Vehicles Meeting On-Time Standards



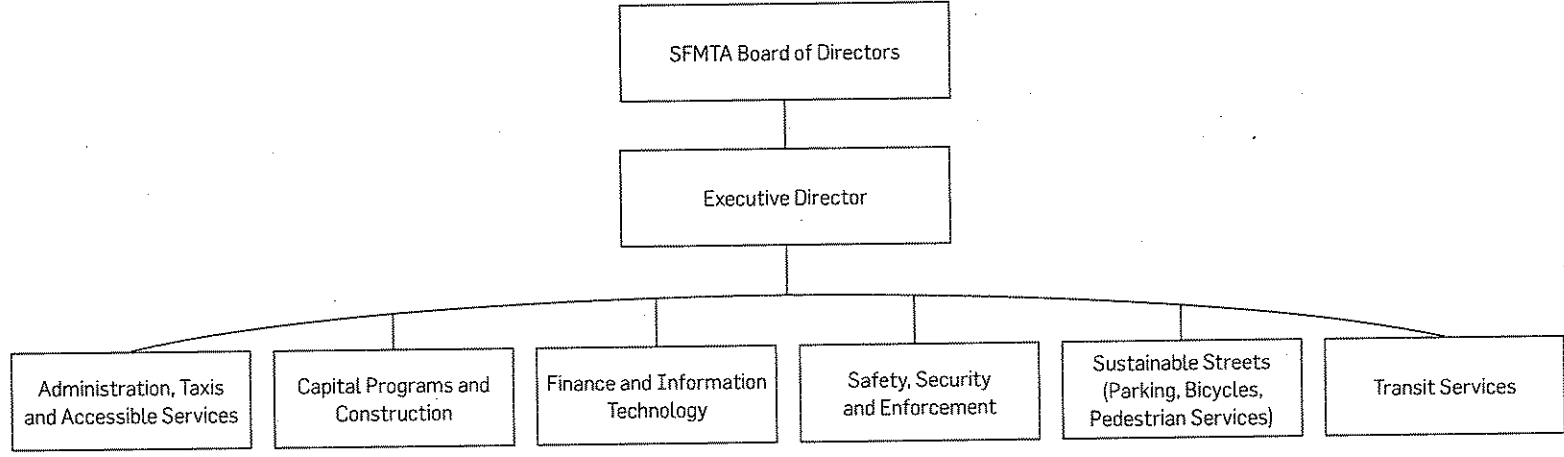
On-time performance for Muni vehicles is projected to exceed 70 percent for the third year in a row.

Muni Passengers by Service Type



Each year, Muni carries over 200 million passengers—over half a million per day. Seventy-five percent of passengers use the electric and motor buses that make up the bulk of the network. Just a handful of light rail lines account for one fifth of total ridership.

Municipal Transportation Agency



Total Budget - Historical Comparison

	2008-2009	2009-2010	2010-2011			2011-2012		
	Actual	Original Budget	Proposed Budget	Chg from 2009-2010	% Chg from 2009-2010	Proposed Budget	Chg from 2010-2011	% Chg from 2010-2011
AUTHORIZED POSITIONS								
Total Authorized	4,998.42	4,816.43	4,441.58	(374.85)	(8%)	4,363.11	(78.47)	(2%)
Non-operating Positions (cap/other)	(464.57)	(449.87)	(374.75)	75.12	(17%)	(374.75)	0.00	0
Net Operating Positions	4,533.85	4,366.56	4,066.83	(299.73)	(7%)	3,988.36	(78.47)	(2%)
SOURCES								
Licenses & Fines	108,655,750	129,775,643	125,657,301	(4,118,342)	(3%)	131,107,301	5,450,000	4%
Use of Money or Property	71,241,033	81,547,830	81,711,482	163,652	0%	93,280,573	11,569,091	14%
Intergovernmental Revenue - Federal	3,957,742	3,921,868	3,921,868	0	0	3,721,868	(200,000)	(5%)
Intergovernmental Revenue - State	37,789,987	30,980,645	28,131,267	(2,849,378)	(9%)	28,231,267	100,000	0%
Intergovernmental Revenue - Other	43,890,568	44,564,774	78,646,865	34,082,091	76%	74,939,774	(3,707,091)	(5%)
Charges for Services	187,416,260	202,980,532	201,280,532	(1,700,000)	(1%)	205,695,532	4,415,000	2%
Other Revenues	3,987	3,200	3,200	0	0	3,200	0	0
Transfers In	113,609,956	119,946,793	90,627,173	(29,319,620)	(24%)	100,997,819	10,370,646	11%
Expenditure Recovery	72,610,466	61,676,972	58,099,198	(3,577,774)	(6%)	59,636,187	1,536,989	3%
Transfer Adjustments-Sources	(112,488,740)	(127,310,477)	(92,018,886)	35,291,591	(28%)	(104,973,521)	(12,954,635)	14%
Fund Balance	38,109,483	42,204,422	0	(42,204,422)	(100%)	0	0	N/A
General Fund Support	177,880,000	178,300,000	172,230,000	(6,070,000)	(3%)	175,490,000	3,260,000	2%
Sources Total	742,676,492	768,592,202	748,290,000	(20,302,202)	(3%)	768,130,000	19,840,000	3%
USES - OPERATING EXPENDITURES								
Salaries & Wages	366,978,459	345,905,427	310,811,460	(35,093,967)	(10%)	310,735,425	(76,035)	0%
Fringe Benefits	126,723,720	150,095,411	153,530,060	3,434,649	2%	166,983,204	13,453,144	9%
Overhead	71,886,010	59,440,727	55,672,850	(3,767,877)	(6%)	57,206,840	1,533,990	3%
Professional & Contractual Services	104,651,763	138,976,435	151,697,991	12,721,556	9%	155,300,978	3,602,987	2%
Materials & Supplies	63,216,006	65,491,438	66,694,064	1,202,626	2%	71,721,661	5,027,597	8%
Equipment	0	0	3,444,871	3,444,871	N/A	1,287,150	(2,157,721)	(63%)
Debt Service	3,938,485	4,121,275	2,689,511	(1,431,764)	(35%)	2,679,538	(9,973)	0%
Services of Other Departments	63,076,573	63,807,162	59,384,895	(4,422,267)	(7%)	59,384,895	0	0
Transfers Out	54,694,216	68,064,804	36,383,184	(31,681,620)	(47%)	47,803,830	11,420,646	31%
Transfer Adjustments-Uses	(112,488,740)	(127,310,477)	(92,018,886)	35,291,591	(28%)	(104,973,521)	(12,954,635)	14%
Uses - Operating Expenditures Total	742,676,492	768,592,202	748,290,000	(20,302,202)	(3%)	768,130,000	19,840,000	3%

Total Budget – Historical Comparison

	2008-2009	2009-2010	2010-2011			2011-2012		
	Actual	Original Budget	Proposed Budget	Chg from 2009-2010	% Chg from 2009-2010	Proposed Budget	Chg from 2010-2011	% Chg from 2010-2011
USES BY PROGRAM RECAP								
Accessible Services	20,929,335	21,625,361	21,525,109	(100,252)	0%	21,548,938	23,829	0%
Administration	66,219,947	67,625,166	56,401,118	(11,224,048)	(17%)	57,484,163	1,083,045	2%
Agency Wide Expenses	96,511,634	104,415,585	122,111,972	17,696,387	17%	126,375,441	4,263,469	3%
Customer Service	852,202	1,292,649	0	(1,292,649)	(100%)	0	0	N/A
Development And Planning	3,960,064	1,632,172	598,763	(1,033,409)	(63%)	613,743	14,980	3%
Mrd-Maintenance Division (Maint)	16,300,626	0	0	0	N/A	0	0	N/A
Parking & Traffic	59,841,048	74,692,386	70,512,874	(4,179,512)	(6%)	72,305,459	1,792,585	3%
Parking Garages & Lots	2,968,115	5,271,617	6,707,669	1,436,052	27%	7,171,909	464,240	7%
Rail & Bus Services	405,339,105	433,578,179	412,017,846	(21,560,333)	(5%)	425,447,301	13,429,455	3%
Revenue, Transfers & Reserves	3,719,863	0	0	0	N/A	0	0	N/A
Security, Safety, Training & Enforcement	61,329,216	55,368,063	55,473,859	105,796	0%	54,225,218	(1,248,641)	(2%)
Taxi Services	1,438,576	3,091,024	2,940,790	(150,234)	(5%)	2,957,828	17,038	1%
Traffic Engineering & Operation	3,266,761	0	0	0	N/A	0	0	N/A
Uses by Program Recap Total	742,676,492	768,592,202	748,290,000	(20,302,202)	(3%)	768,130,000	19,840,000	3%

	2008-2009 Actual	2009-2010 Target	2009-2010 Projected	2010-2011 Target
ENFORCEMENT				
To ease traffic congestion and promote parking turnover throughout the City by enforcing regulations				
Abandoned automobile reports: % responded to within 48 hours	99%	100%	98%	100%
To process citations and hearings in a timely manner				
Walk-in citation and residential parking permit customers: % served within 20 minutes	79%	82%	60%	82%
MRD-MUNICIPAL RAILWAY EXEC OFFICE (MREO)				
Improve the safety of passengers, drivers, pedestrians, and others				
Muni collisions per 100,000 vehicle miles	5.46	5.90	5.85	5.02
PARKING				
To provide clean, safe and convenient parking at reasonable rates to maximize revenues				
Parking meter malfunction reports: % responded to and repaired within 48 hours	85%	85%	85%	85%
RAIL & BUS SERVICES				
Provide reliable and timely transit service				
Schedule adherence	74.4%	85.0%	73.0%	85.0%
% of scheduled service hours delivered	96.9%	98.5%	97.0%	98.5%
Improve customer satisfaction				
TRAFFIC ENGINEERING & OPERATION				
To promote the safe and efficient movement of people and goods throughout the City				
Traffic and parking control requests: % investigated and responded to within 90 days	82%	82%	82%	83%



City and County of San Francisco
DEPARTMENT OF PUBLIC HEALTH
ENVIRONMENTAL HEALTH SECTION

Gravin Newsom, Mayor
Mitchell Katz, M.D.
Director of Health

HAZARDOUS WASTE RELEASE DISCLOSURE FORM

Date: May 3, 2010

Date of Illegal Release: 5/2/10

Location of Illegal Release: 3221 20th St.

- Soil
 Waterway

- Sewer
 Garbage

- Air
 Other ground/sidewalk

Name of Person or Business Causing Illegal Release: PG&#
Address: Rod Hearne, 530-634-6417

Type of Hazardous Waste Released:

- Oils
 Organic Solvents
 Fuels
 PCB's
 Other

- Pesticides
 Acids
 Caustics
 Heavy Metals

- Asbestos
 Radioactive
 Explosive/Reactive
 Unknown

City and County of San Francisco
Physical State of Waste: Liquid Solid Gas

Quantity Released:

- less than 1 gallon
 50 to 250 gallons
 Less than 10 lbs.
 Unknown

- 1 to 10 gallons
 more than 250 gallons
 10 to 100 lbs.

- 10 to 50 gallons
 more than 100 lbs.

Information Source:

- Observation
 Report from business
 Other

- Report from public employee
 Public complaint

Has Another Public Agency Responded to this Incident?

- NO YES If yes, which agencies:

Comments: 0.5 gal. of 30 ppm of PCB transformer oil sprayed onto ground. Spill was cleaned up by contractors.

- Pesticides
 Acids
 Organic Solvents

Report prepared by:

Submit to:

Name: Richard Lee

Rajiv Bhatia
1390 Market Street, Suite 210
San Francisco, CA 94102

Department: Dept. of Public Health

Position: Sr. Environmental Health Inspector

and

Phone Number: (415) 252.3915

- less than 1 gallon
 1 to 10 gallons
 more than 250 gallons
 10 to 100 lbs.

Angela Calvillo, Clerk
Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102

Template/Prop 65.dot/03.05.99 rcv'd _____ pi _____ may _____ dir _____

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2010 MAY - 6 AM 9:50
BY AK

6



Warning_Center@oes.ca.gov

To richard.lee@sfdph.org

05/02/2010 06:23 PM

cc

bcc

Subject Hazardous Materials Spill Report: Cal EMA Control #:10-2745

California Emergency Management Agency
Hazardous Materials Spill Report

DATE: 05/02/2010 | RECEIVED BY Cal EMA: Joe Davey | Cal EMA CNTRL #:10-2745
TIME: 1820 | RECEIVED BY OSPR: | NRC#:

1.a. PERSON NOTIFYING Cal EMA

1. NAME: Rod Hearne | 2. AGENCY: PG&E
3. PHONE #: 530-634-6417 | 4. EXT: | 5. PAGER #:

1.b. PERSON REPORTING SPILL (If different from above):

1. NAME: | 2. AGENCY:
3. PHONE #: | 4. EXT: | 5. PAGER #:

2. SUBSTANCE TYPE:

a. SUBSTANCE: / b.QTY: / Amount / Measure / c. TYPE / d. OTHER
1. PCB Mineral Oil / = / .5 / Gal(s) / PETROLEUM /

2.

3.

e. DESCRIPTION: Caller states that a pole top transformer sprayed PCB mineral oil out on a tree and the ground. 30ppm PCBs.

f. CONTAINED: Yes | g. WATER INVOLVED: No
h. WATERWAY: | i. DRINKING WATER IMPACTED:
j. KNOWN IMPACT: None

3.a. INCIDENT LOCATION: 3221 20th Street

b. CITY: San Francisco | c. COUNTY: San Francisco County | d. ZIP:

4. INCIDENT DESCRIPTION:

a. DATE: 5/2/2010 | b. TIME(Military): 1400 | c. SITE: Merchant/Business | d. CAUSE: Mechanical
e. INJURED: No | f. FATALITY: No | g. EVACUATIONS: No | h. CLEANUP BY: Contractor
e. INJURED #: | f. FATALS #: | g. EVACS #:

5. SUSPECTED RESPONSIBLE PARTY:

a. NAME: Rod Hearne | b. AGENCY: PG&E
c. PHONE#: 530-634-6417 | d. EXT:

e. MAIL ADDRESS: 29 4th Street
f. CITY: Marysville | g. STATE: CA | h. ZIP: 95901

6. NOTIFICATION INFORMATION:

a. ON SCENE: Rod Hearne | b. OTHER ON SCENE: PG&E
c. OTHER NOTIFIED:
d. ADMIN. AGENCY: San Francisco County Health Department
e. SEC. AGENCY:
f. ADDITIONAL COUNTY: | g. ADMIN. AGENCY:
h. NOTIFICATION LIST: DOG Unit: | RWQCB Unit: 2

AA/CUPA , DFG-OSPR , DTSC , RWQCB , US EPA , USEWS

Created by Warning Center on 5/2/2010 6:20:46 PM Last
Modified by Warning Center on 5/2/2010 6:23:37 PM

California State Warning Center
California Emergency Management Agency
Phone: (916) 845-8911
Warning.Center@oes.ca.gov

*Club of The Board
Cpage*



SF Ocean Edge ©

Where Golden Gate Park meets Ocean Beach.....

www.sfoceanedge.org

May 4, 2010
Golden Gate Park - Beach Chalet Soccer Development

Bulletin #8: SF Department of Recreation and Park decides to do a full Environmental Impact Report, after receiving appeal of the categorical exemption from groups.

We are grateful that, in response to our CEQA appeal, the Department of Recreation and Park has decided to perform a full Environmental Impact Report for the Beach Chalet athletic fields project. Many environmental, historic preservation, and neighborhood groups believe that the project, as proposed, would negatively impact the western end of Golden Gate Park and Ocean Beach.

There are win-win solutions. The goals of park lovers and the needs of our athletes need not be in conflict. The EIR can explore new alternatives to the plastic grass, asphalt, and concrete that this project proposes. The existing grass fields can be renovated with natural grass. The remainder of the funding can be used for neighborhood playing fields and parks, providing more recreation opportunities for children all over San Francisco.

Golden Gate Park's woodland and meadows are a heritage that we must preserve for future generations.

Contact www.sfoceanedge.org for more information.

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2010 MAY -5 PM 1:36
BY AK

Our Mission Statement

SF Ocean Edge supports active recreation with a win-win solution:

- A full Environmental Impact Report – Golden Gate Park is too important to pave over without examining all the issues and creating alternatives to this project;
- Renovation of the existing grass fields with natural grass, better drainage, and better maintenance;
- Use of the remainder of the funding for other playing fields and parks, providing more recreation opportunities for children all over San Francisco
- Preserving Golden Gate Park's woodland and meadows as a heritage for future generations.

7

**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

P.O. BOX 942896
SACRAMENTO, CA 94296-0001
(916) 653-6624 Fax: (916) 653-9824
calshpo@parks.ca.gov



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2010 MAY - 5 PM 3:41

BY _____ AK



May 4, 2010

San Francisco County Board of Supervisors
City Hall, Room 244
1 Dr. Carlton B. Goodlett Place
San Francisco, California 94102-4689

RE: Geneva Office Building and Power House Listing on the
National Register of Historic Places

Dear Board of Supervisors:

I am pleased to notify you that on March 31, 2010, the above-named property was placed on the National Register of Historic Places (National Register). As a result of being placed on the National Register, this property has also been listed in the California Register of Historical Resources, pursuant to Section 4851(a)(2) of the Public Resources Code.

Placement on the National Register affords a property the honor of inclusion in the nation's official list of cultural resources worthy of preservation and provides a degree of protection from adverse affects resulting from federally funded or licensed projects. Registration provides a number of incentives for preservation of historic properties, including special building codes to facilitate the restoration of historic structures, and certain tax advantages.

There are no restrictions placed upon a private property owner with regard to normal use, maintenance, or sale of a property listed in the National Register. However, a project that may cause substantial adverse changes in the significance of a registered property may require compliance with local ordinances or the California Environmental Quality Act. In addition, registered properties damaged due to a natural disaster may be subject to the provisions of Section 5028 of the Public Resources Code regarding demolition or significant alterations, if imminent threat to life safety does not exist.

If you have any questions or require further information, please contact the Registration Unit at (916) 653-6624.

Sincerely,

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer

Enclosure: National Register Notification of Listing

April 9, 2010

The Director of the National Park Service is pleased to send you the following announcements and actions on properties for the National Register of Historic Places. For further information contact Edson Beall via voice (202) 354-2255, or E-mail: <Edson_Beall@nps.gov> This and past Weekly Lists are also available here: <http://www.nps.gov/history/nr/nrlist.htm>

Our physical location address is:

National Park Service 2280, 8th floor
National Register of Historic Places
1201 "I" (Eye) Street, NW,
Washington D.C. 20005

Landscape Architecture Month: <http://www.nps.gov/history/nr/feature/landscape/index.htm>
WEEKLY LIST OF ACTIONS TAKEN ON PROPERTIES: 3/29/10 THROUGH 4/02/10

KEY: State, County, Property Name, Address/Boundary, City, Vicinity, Reference Number, NHL, Action, Date, Multiple Name

CALIFORNIA, NEVADA COUNTY,
Davis Mill,
off North Bloomfield Road; 3 miles NE of Nevada City, Nevada City vicinity, 10000157, LISTED,
4/01/10

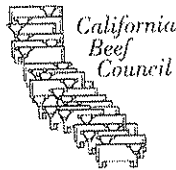
CALIFORNIA, PLACER COUNTY,
El Toyon,
211 Brook Rd,
Auburn, 10000118,
LISTED, 3/31/10

CALIFORNIA, SAN FRANCISCO COUNTY,
Geneva Office Building and Power House,
2301 San Jose Ave.,
San Francisco, 10000111,
LISTED, 3/31/10

CALIFORNIA, SAN FRANCISCO COUNTY,
Temple Sherith Israel,
2266 California St.,
San Francisco, 10000114,
LISTED, 3/31/10

CALIFORNIA, SAN LUIS OBISPO COUNTY,
William Shipsey House,
1266 Mill St,
San Luis Obispo, 10000115,
LISTED, 3/31/10

CALIFORNIA, SUTTER COUNTY,
Live Oak Historic Commercial District,
Along Broadway between Pennington Rd. and Elm St., Live Oak, 97001657,
PROPOSED MOVE APPROVED, 4/01/10



California Beef Council
4640 Northgate Blvd., Ste. 115
Sacramento, Calif. 95834



California Cattlemen's Association
1221 H Street
Sacramento, CA 95814

April 26, 2010

Board of Supervisors
City of San Francisco
1 Dr. Carlton B. Goodlett Place, Room 224
San Francisco, CA 94102-4689

Dear Board of Supervisors:

We are writing as cattle ranchers and representatives of beef producers in California to express our concern regarding the board's recent passage of a resolution declaring each Monday as "Vegetarian Day."

San Francisco-area consumers have nothing to gain, and potentially a lot to lose, by taking the advice of City Hall and participating in meat-free Mondays. As cattle ranchers, we are extremely disappointed in your decision, which seems to lack a full understanding of the positive impacts of beef on the diet and the environment.

Cattle ranching families here in California and across the nation are committed to leaving the environment in better shape for the next generation. In our state, these families own or manage nearly 30 million acres of land that provide wildlife habitat and open spaces that are enjoyed by all Californians.

It is also a widely recognized fact that, by maintaining our pastures and rangelands, California's cattle ranchers help sequester carbon from the atmosphere. Rangelands hold up to 30 percent of the world's soil carbon, making it a tremendous resource as we work toward reducing greenhouse gas emissions globally.

Data from the U.S. Environmental Protection Agency (EPA) shows production of food animals in the United States contributes only 3 percent of the total greenhouse gas emissions. In comparison, transportation contributes approximately 26 percent of all U.S. greenhouse gas emissions. Maybe City Hall should focus their efforts on encouraging San Francisco residents to reduce their carbon footprint and improve their health with a "Walk to Work Wednesdays" campaign.

Another more productive means of managing food and natural resources would be raising awareness to a 1997 United States Department of Agriculture report that found consumers waste at least 26 percent of edible food in the U.S. annually. This means that for a quarter of the U.S. food produced each year, the greenhouse gas emissions, labor and energy required to get food from the farm to the dinner plate is wasted, providing no nutritional benefit to human beings.

BY _____ AK

2010 APR 29 PM 3:09

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9

Recently published research completed by University of California, Davis Associate Professor and Air Quality Specialist Frank Mitloehner, corroborates data from the EPA that the entire United States agriculture sector (including livestock and crop production) contributes only 6.4 percent of all U.S. greenhouse gas emissions, with less than 3 percent associated with livestock production. Dr. Mitloehner's paper, which is enclosed with this letter, refutes claims made by the United Nations report titled *Livestock's Long Shadow* – the report that has been the basis for many anti-meat claims – that livestock production accounts for 18 percent of global greenhouse gas emissions. The paper also does an excellent job contrasting global beef production practices cited in *Livestock's Long Shadow* to U.S. production practices which are, in fact, responsible for very minor contribution to greenhouse gas emissions as compared to other U.S. sources.

Reducing meat consumption will not impact climate change, but may have a serious impact on consumers' health. Lean meat should be included in a balanced diet because it helps in maintaining a healthy weight, building muscle and fueling physical activity. Beef is an excellent or good source of 10 essential nutrients – including zinc, iron, protein and many B-vitamins.

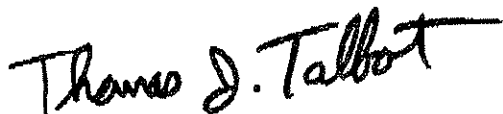
In light of these facts, we would encourage you to review Dr. Mitloehner's work demonstrating the erroneous nature of many claims being made about livestock production in the United States. These claims and the board's decision to propogate them by designating meat-free days are an unfair attack that has great potential to mislead consumers by casting beef consumption in a negative light and failing to take into consideration beef's essential role in a healthy lifestyle.

Today's cattlemen provide more people with nutritious beef products using fewer natural resources than ever before. Accordingly the city of San Francisco should instead be reminding green consumers that they should feel good about eating lean beef today and every day.

Best regards,



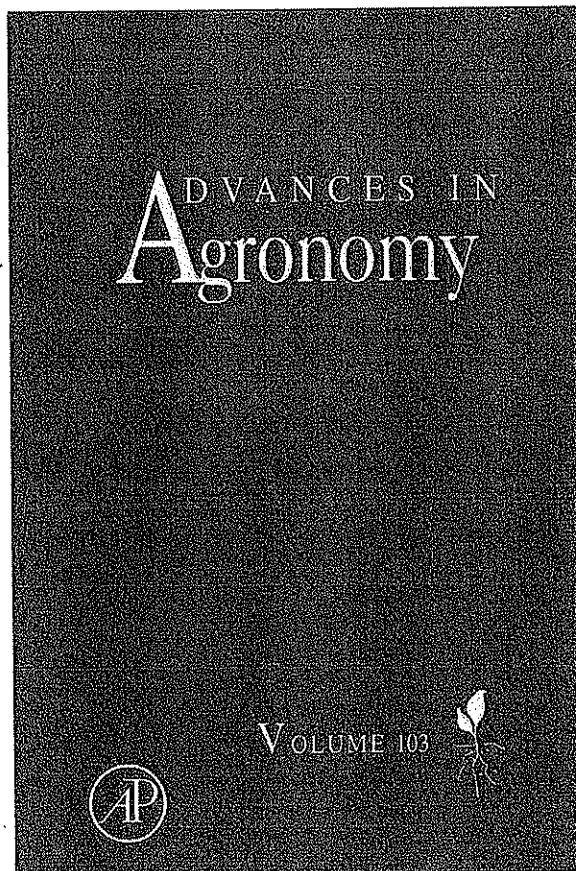
Ross Jenkins II
California Beef Council Chairman



Tom Talbot, DVM
California Cattlemen's Association President

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CHAPTER ONE

CLEARING THE AIR: LIVESTOCK'S CONTRIBUTION TO CLIMATE CHANGE

Maurice E. Pitesky,* Kimberly R. Stackhouse,[†]
and Frank M. Mitloehner^{†,1}

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* School of Veterinary Medicine, University of California, California, USA

[†] Department of Animal Science, University of California, California, USA

¹ Corresponding author: email: fmmitloehner@ucdavis.edu

Abstract

The United Nations, Food and Agricultural Organization [FAO, Steinfeld, Gerber, Wassenaar, Castel, Rosales, and de Haan (2006). Livestock's Long Shadow. Food and Agriculture Organization of the United Nations] report titled Livestock's Long Shadow (LLS) stated that 18% (approximately 7100 Tg CO₂-eq yr⁻¹) of anthropogenic greenhouse gases (GHGs) are directly and indirectly related to the world's livestock. The report's statement that livestock production is responsible for a greater proportion of anthropogenic emissions than the entire global transportation sector (which emits 4000–5200 Tg CO₂-eq yr⁻¹) is frequently quoted in the public press [Fox News and Kroll (2009). A Tearful, Reluctant Farewell to My Favorite Food: Meat; LA Times (2007). A warming world; pollution on the hoof; livestock emissions are a leading source of greenhouse gases. One solution may be to eat less meat, Los Angeles; NY Times, Op-ed. (2009). Meat and the Planet. New York City] and continues to inform public policy. Recent estimates by the United States Environmental Protection Agency [EPA, Hockstad, Weitz (2009). Inventory of U.S. greenhouse gases and sinks: 1990–2007. Environmental Protection Agency] and the California Energy Commission [CEC—California Energy Commission (2005). Inventory of California Greenhouse Gas Emissions and Sinks: 1990 to 2002 Update] on the impacts of livestock on climate change in the United States and California have arrived at much different GHG estimates associated with direct livestock emissions (enteric fermentation and manure), totaling at less than 3% of total anthropogenic GHG and much smaller indirect emissions compared to the global assessment. Part of the difference of the global versus national predictions is due to the significant weight that has been assigned to the category of “land-use change” patterns related to livestock production (mainly deforestation). Furthermore, LLS attempts a life cycle assessment for global livestock production but does not use an equally holistic approach for its transportation prediction numbers. The primary focus of the present paper is to examine the relative contributions of livestock to climate change at different geographical and production scales. [Note: CO₂ equivalents (CO₂-eq.) represent the total impact (radiative forcing) of GHG in the atmosphere, thereby making it possible to determine the climate change impact of one GHG versus another EPA [EPA and Holtkamp, Irvine, John, Munds-Dry, Newland, Snodgrass, and Williams (2006). “Inventory of U.S. Green House Gases and Sinks: 1996–2006.”]. The definition of the *Global Warming Potential* (GWP) for a particular GHG is the ratio of heat trapped by one unit mass of the GHG to that of one unit mass of CO₂ (the GWP of CO₂ is one) over a specific period of time [IPCC (2001). IPCC Third Assessment Climate Change 2001. A Report of the Intergovernmental Panel on Climate Change]. The 100-year GWP for CH₄ and N₂O are 23 times and 296 times the GWP of CO₂, respectively [IPCC (2001). IPCC Third Assessment Climate Change 2001. A Report of the Intergovernmental Panel on Climate Change]. Therefore, for simplicity sake it is common practice to combine the total effects of CO₂, CH₄, and N₂O into CO₂ equivalents (or CO₂-eq).]



1. INTRODUCTION

1.1. Overview of global, national, and state (California) reports on livestock's role in climate change

Livestock's Long Shadow (LLS) (FAO *et al.*, 2006) is a life cycle assessment (LCA) of livestock's global impact on biodiversity, land-use, water depletion, water pollution, air pollution, and anthropogenic GHG emissions. The report attempts to quantify the global direct and indirect GHG emissions associated with livestock. Direct and indirect sources of GHG emissions in animal production systems include physiological processes from the animal (enteric fermentation and respiration), animal housing, manure storage, treatment of manure slurries (compost and anaerobic treatment), land application, and chemical fertilizers (Casey *et al.*, 2006; Monteny *et al.*, 2001). Direct emissions refer to emissions directly produced from the animal including enteric fermentation and manure and urine excretion (Jungbluth *et al.*, 2001). Specifically, livestock produce CH₄ directly as a byproduct of digestion via enteric fermentation (i.e., fermenting organic matter via methanogenic microbes producing CH₄ as an end-product) (Jungbluth *et al.*, 2001). Methane and N₂O emissions are produced from enteric fermentation and nitrification/denitrification of manure and urine, respectively (Kaspar and Tiedje, 1981). Previous agricultural estimates have included emissions associated with indirect energy consumption (e.g., electricity requirements, off-site manufacturing, etc.) as five times greater than on-site emissions for cropland production (Wood *et al.*, 2006). Therefore, to accurately estimate the full environmental impact of livestock, indirect emissions need to be quantified. For livestock production, the term indirect emissions refers to emissions not directly derived from livestock but from feed crops used for animal feed, emissions from manure application, CO₂ emissions during production of fertilizer for feed production, and CO₂ emissions from processing and transportation of refrigerated livestock products (IPCC, 1997; Mosier *et al.*, 1998a). Other indirect emissions include net emissions from land linked to livestock including deforestation (i.e., conversion of forest to pasture and cropland for livestock purposes), desertification (i.e., degradation of above ground vegetation from livestock grazing), and release of C from cultivated soils (i.e., loss of soil organic C (SOC) via tilling, natural processes) associated with livestock (IPCC, 1997).

1.2. Global estimates for livestock's impact on climate change

LLS estimates the global contribution of anthropogenic GHG emissions from the livestock sector at 7100 Tg CO₂-eq yr⁻¹, which is approximately 18% of global anthropogenic GHG emissions (FAO *et al.*, 2006). For

comparison, global fossil fuel burning accounts for 4000–5200 Tg CO₂-eq yr⁻¹ (FAO *et al.*, 2006).

According to FAO *et al.* (2006), the major categories of anthropogenic GHG emissions are:

1. Enteric fermentation and respiration (1800 Tg CO₂-eq yr⁻¹)
2. Animal manure (2160 Tg CO₂-eq yr⁻¹)
3. Livestock related land-use changes (2400 Tg CO₂-eq yr⁻¹)
4. Desertification linked to livestock (100 Tg CO₂-eq yr⁻¹)
5. Livestock related release from cultivated soils (230 Tg CO₂-eq yr⁻¹)
6. Feed production (240 Tg CO₂-eq yr⁻¹)
7. On-farm fossil fuel use (90 Tg CO₂-eq yr⁻¹)
8. Postharvest emissions (10–50 Tg CO₂-eq yr⁻¹)

Using the first seven of the eight categories listed above, livestock account for 9, 35–40, and 65% of the total global anthropogenic emitted CO₂, CH₄, and N₂O, respectively (FAO *et al.*, 2006).

1.3. United States estimates for livestock's impact on climate change

A second recent report issued by the United States Environmental Protection Agency (EPA) titled "Inventory of United States Greenhouse Gases and Sinks: 1990–2007" (EPA *et al.*, 2007) uses a similar comprehensive LCA methodology compared to LLS (FAO *et al.*, 2006) to characterize the contribution of livestock (and other industries) within the United States with respect to anthropogenic GHG emissions. The EPA *et al.* (2007) report provides a United States national inventory of anthropogenic GHG sources categorized by industry and location (i.e., states within the United States). Based on the total gross anthropogenic emissions of 7150 Tg CO₂-eq yr⁻¹ produced within the United States, the EPA calculates that 5.8% (or 413 Tg CO₂-eq yr⁻¹) is associated to the entire agricultural sector (i.e., enteric fermentation, livestock manure management, rice cultivation, agricultural soil management, and burning of crop residues, etc.). Specifically, agriculture in the United States represents 32% of the anthropogenic CH₄ emission and 68% of the N₂O emission (EPA *et al.*, 2009). Within the United States, approximately 198 Tg CO₂-eq yr⁻¹ or 2.8% is associated with livestock (i.e., enteric fermentation and manure management).

However, as a reference point for the United States, the transportation sector accounted for 26% (or 1887 Tg CO₂-eq yr⁻¹) of the total (7150 Tg CO₂-eq yr⁻¹) United States anthropogenic GHG portfolio, reflecting the significance of fossil fuel combustion (EPA *et al.*, 2009) and the relative significance of transportation versus animal agriculture. Therefore, the global prediction that livestock account for 18% of GHG emissions

and therefore have a "larger" GHG "footprint" than the transportation sector (FAO *et al.*, 2006) is not accurate for the United States.

Within the agricultural sector, the EPA *et al.* (2009) has identified several "key" categories (both direct and indirect sources of GHG emissions). The sources are:

1. Agricultural soil management (209 Tg CO₂-eq yr⁻¹)
2. Enteric fermentation (139 Tg CO₂-eq yr⁻¹)
3. Manure management (59 Tg CO₂-eq yr⁻¹)
4. Rice cultivation (6.2 Tg CO₂-eq yr⁻¹)
5. Field burning of agricultural residues (1.4 Tg CO₂-eq yr⁻¹)

1.4. California estimates for livestock production effects on climate change

In accordance with EPA and IPCC methods, the state of California compiled its own GHG inventory (CEC, 2005). In 2004, the California inventory estimated that 27 Tg CO₂-eq yr⁻¹ or 5.4% of California's gross anthropogenic GHG profile (492 Tg CO₂-eq yr⁻¹) is associated directly and indirectly with agriculture. Within California agriculture, approximately 14 Tg CO₂-eq yr⁻¹ or 2.8% is associated with livestock (i.e., enteric fermentation and manure management). Consistent with global (i.e., FAO *et al.*, 2006) and national (i.e., EPA *et al.*, 2009) data, agricultural soil management and enteric fermentation were the greatest emitters of anthropogenic CH₄ and N₂O in California (California Environmental Protection Agency, 2007). As a reference point for California, in 2004 the transportation sector accounted for 182 Tg CO₂-eq yr⁻¹ or 37% of the total (492 Tg CO₂-eq yr⁻¹) California anthropogenic GHG portfolio, reflecting the significance of fossil fuel combustion (CEC, 2005) to overall GHG emissions. Again, the global prediction for the relative contribution of livestock versus transportation to climate change (livestock account for 18% of GHG emissions which is more than transportation) is a significantly inaccurate when applied to California, which is the largest dairy and agricultural state within the United States (NASS, 2009).

The major categories of anthropogenic GHG emissions investigated by the State of California (California Environmental Protection Agency, 2007) within the agricultural sector include the following (from highest to lowest emissions):

1. Agricultural soil management (9.1 Tg CO₂-eq yr⁻¹)
2. Enteric fermentation (7.2 Tg CO₂-eq yr⁻¹)
3. Manure management (6.9 Tg CO₂-eq yr⁻¹)
4. Rice cultivation (0.6 Tg CO₂-eq yr⁻¹)
5. Field burning of agricultural residues (0.2 Tg CO₂-eq yr⁻¹)

While all three reports (CEC, 2005; EPA *et al.*, 2009; FAO *et al.*, 2006) have similar goals (to quantify the relative role of agricultural sources relative to overall anthropogenic GHG emissions), the scope of each report coupled with specific assumptions makes comparison, extrapolation, and interpretation of one report to another cumbersome. These differences are due to several factors including geography (i.e., regional vs global), scope, and methodology (i.e., different assumptions, coefficients, and models). For example, with respect to scope, the EPA *et al.* (2009) and CEC (2005) reports currently do not identify CO₂ emissions from fossil fuel burning related to agriculture. However, the CEC (2005), EPA *et al.* (2009), and FAO *et al.* (2006) reports are largely similar from a methodology perspective.

Figure 1 shows a comparison of predicted relative GHG emissions across all three reports. Globally, FAO *et al.* (2006) predicts land-use change

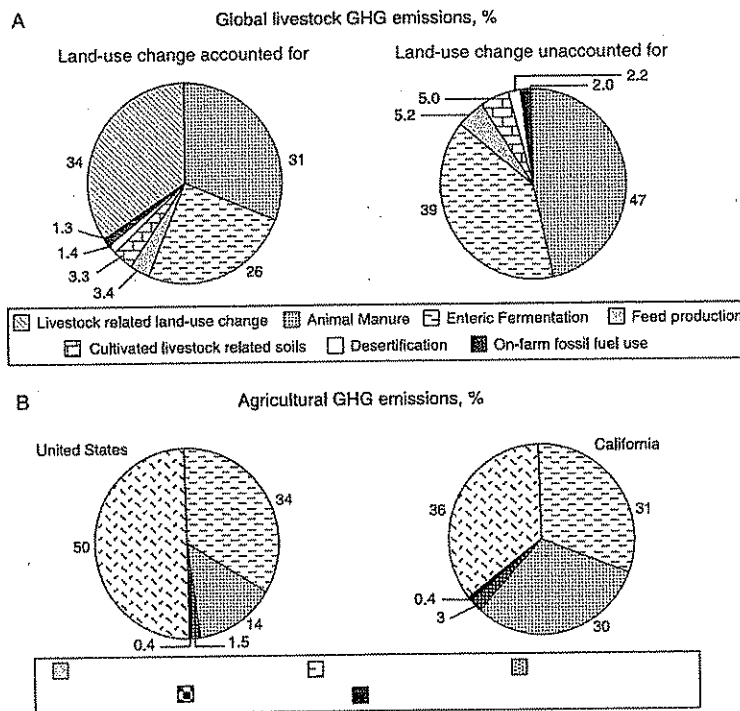


Figure 1 GHG emissions associated with global livestock (A), United States emissions, and California agricultural emissions (B). Direct and indirect N₂O emissions associated with application and deposition of manure are accounted for in the "agriculture soil management" section in the EPA and CEC reports; while in the FAO report, those emissions are accounted for in the animal manure section. Source: data from CEC (2005), EPA *et al.* (2006), and FAO (2006).

(35.3%) as the primary source of livestock related anthropogenic GHGs (Fig. 1A). The ranking of GHG sources from highest to lowest emissions is identical between EPA *et al.* (2009) and CEC (2005) (Fig. 1B). However, agricultural soil management is a larger source of emissions in the United States as a whole versus California (50.0% vs 36.0%, respectively) (CEC 2005; EPA *et al.*, 2009).

All three reports (CEC, 2005; EPA *et al.*, 2009; FAO *et al.*, 2006) use a combination of Intergovernmental Panel on Climate Change (IPCC) Tier I (uses population data coupled with global emissions factors) and Tier II (same data as Tier I applies more accurate equations based on diet and digestibility coupled with uncertainty analysis). The EPA uses a sophisticated Tier III process-based model (DAYCENT) model to estimate direct emissions from major crops and grassland. The Tier III model uses detailed predictions incorporating local management and weather conditions (among other variables). The Tier I–III models conform the United Nations Framework Convention on Climate Change. (IPCC, 2007). However, some differences in assumptions between the three reports were noted:

1. Some parameters were modified to make them more relevant to national and California livestock systems. For example, the State of California adjusted residue-to-crop mass ratio and the fraction of residue applied to reflect the decreased agricultural burning within California (California Environmental Protection Agency, 2007). The EPA report incorporates the Cattle Enteric Fermentation Model (CEFM), which is a refinement of the Tier II calculation (EPA *et al.*, 2009). Major refinements include linkage of livestock performance data to the growth stage of the animal. Specifically, factors such as weight gain, birth rates, pregnancy, feedlot placements, diet, and animal harvest rates are tracked to characterize the United States cattle population on a monthly basis versus the Tier II model, which is updated annually with respect to those variables. Furthermore from a statistical perspective, the EPA report includes a range (e.g., upper and lower boundaries) of emissions estimates predicted by Monte Carlo simulations for a 95% confidence interval (EPA *et al.*, 2009).
2. Another major difference across the three reports is that FAO *et al.* (2006) focuses on livestock while the EPA *et al.* (2009) and California (CEC, 2005) reports include agriculture as a whole (i.e., livestock and plant crops). With respect to the EPA *et al.* (2009) data, it is important to define the agricultural soil management category, which includes applying fertilizers and manure, growing N-fixing crops, retaining crop residues, liming of soils, depositing waste by domestic and grazing animals, and cultivating histosols (i.e., soils with high organic matter content). For example, in the CEC (2004) and EPA *et al.* (2009) reports, agricultural soil management (the largest source of GHG emissions in the United States and California), includes GHG emissions associated with growing fruits, vegetables, fiber grain, as well as livestock pasture and rangeland.

2. LIFE CYCLE ASSESSMENT

According to International Standard ISO 14040, an LCA is a “compilation and evaluation of the inputs, outputs, and the potential environmental impacts of a product or service throughout its life cycle” (International Organization for Standardization, 2006). A LCA is a methodology used to assess both the direct and indirect environmental impact of a product from “cradle to grave.” Environmental impacts that can be measured include fossil fuel depletion, water use, GWP, ozone depletion, and pollutant production. Figure 2 shows a partial LCA for livestock production (NRC, 2003).

While there are international standards with respect to LCA analysis, uncertainties exist regarding the definitions and “boundaries” of indirect environmental impacts. For example, should the energy required to extract the coal that is used to make the fertilizer, that is applied to the cropland to grow animal feed be included in a “true” LCA of livestock? According to ISO 14040 (International Organization for Standardization, 2006) a comprehensive approach would be ideal but is often not practical. Hence further refinement of the scope and methodology is necessary to increase comparability between LCAs. Lal (2004) described primary (i.e., tilling, sowing, harvesting, pumping water, grain drying), secondary (i.e., manufacturing, packaging, and storing fertilizers and pesticides), and tertiary (i.e., acquisition of raw materials and fabrication of equipment and buildings) emission sources (Lal, 2004). Therefore, based on Lal (2004), one possible method would include LCAs with a numerical suffix indicating the “degree of separation” between the product (e.g., animal protein) and the indirect emissions source input (i.e., the greater the number the more complete and complex the LCA).

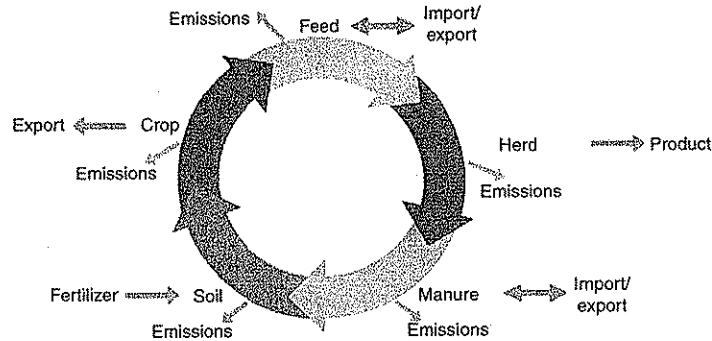


Figure 2 Example of an LCA model for livestock. The model reflects on-site and off-site inputs associated with livestock production. This would not be considered a complete LCA since emissions are only estimated for feed, herd, manure, soil, and crop. Source: NRC (2003).

For example, the LCA in Fig. 2 would be an LCA-1 because only feed, herd, manure, soil, and crop emissions are being accounted for. Regardless, the goal of the LCA is to understand all (or the major) environmental impacts of a product or service to identify the main pollution sources.

Aside from LCA analysis there are several other types of assessment tools for determining the environmental impact of various products and services at a local or global scale. Halberg *et al.* (2005) reviewed multiple assessment tools and concluded that LCAs are ideal for global analysis of products (including livestock production systems (LPSs)) while ecological footprint analysis (EFA) are better suited for studying specific local geographical target areas such as nutrient surplus per hectare (Halberg *et al.*, 2005).

3. EFFECTS OF AGRICULTURE ON CLIMATE CHANGE

Biogenic emissions of CO₂, CH₄, and N₂O are emitted as part of the natural biogeochemical cycling of C and N (e.g., decomposition or burning of plant material). Anthropogenic emissions of CO₂, CH₄, and N₂O are emitted due to human decisions, activity, and influence of our abiotic and biotic environment (Bruinsma, 2003). Since the industrial revolution in 1750, CO₂ concentrations have increased from 280 to 379 ppm, CH₄ concentrations have increased from 715 to 1732 ppb, and N₂O concentrations have increased from 270 to 319 ppb (IPCC, 1997). Since 1970, atmospheric concentration of CO₂, CH₄, and N₂O has increased by approximately 31, 151, and 17%, respectively, in the United States (USDA, 2004).

Figure 3 shows global CH₄ and N₂O emissions (magnitude and source) within the agricultural sector for 10 different global regions (Smith *et al.*, 2007a). While the gross emissions are not normalized to population (e.g., approximately 20% of the world's population live in developed countries), it is important to recognize that the developing world emits approximately two thirds of all anthropogenic agricultural GHG. In addition, Fig. 3 predicts an increased rate of agricultural emissions through 2020. In six of the 10 world regions, N₂O from soils was the primary agricultural source of GHGs. These N₂O emissions are primarily due to fertilizer and animal manure applied to agricultural soils. In the other four regions (Latin America and the Caribbean, Central and Eastern Europe, the Caucasus and Central Asia, and OECD Pacific), CH₄ from enteric fermentation was the primary source of agricultural emissions (Smith *et al.*, 2007a).

Currently, over half of the total global CH₄ emissions and one third of N₂O emissions are from anthropogenic sources including agriculture, landfills, biomass burning, industrial activities, and natural gas (IPCC, 1997). The IPCC (1997) estimated that the agricultural sector contributes between 10 and 12% of global anthropogenic CO₂ emissions (i.e., fossil fuel

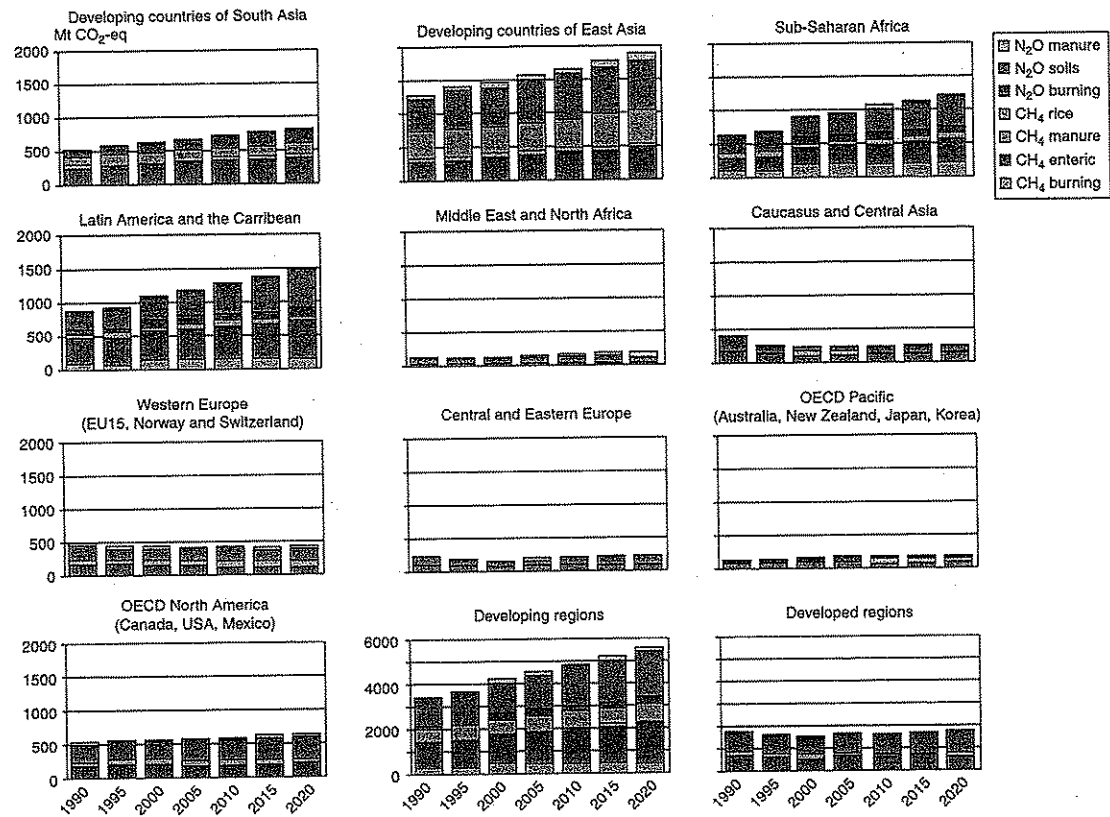


Figure 3 Estimated agricultural N₂O and CH₄ emissions on 10 world regions between 1990 and 2020. Source: Adapted from Fourth Assessment Report of the IPCC (2007) and Smith *et al.* (2007a).

burning), 40% of global anthropogenic CH₄ emissions (i.e., enteric fermentation, wetland rice cultivation, decomposition of animal waste), and 65% of global anthropogenic N₂O emissions (i.e., agricultural soils, use of synthetic and manure fertilizers, manure deposition, biomass burning) (De Gryze *et al.*, 2008; IPCC, 1997). Therefore, agriculture is considered the largest source of anthropogenic CH₄ and N₂O at the global, national, and state level (CEC, 2005; De Gryze *et al.*, 2008; EPA *et al.*, 2009), while transportation is considered the largest anthropogenic source of CO₂ production (EPA *et al.*, 2009).

C and N are part of dynamic cycles that are dependent on multiple environmental conditions. Specifically, oxidation state, pH, water activity, nitrification, denitrification, fermentation, ammonia volatilization, and the microbial ecology of the environment quantitatively and qualitatively affect GHG emissions (CAST, 2004). In addition, emission sources are dispersed and largely driven by biological activity with significant variability over time, space, and management practices (CAST, 2004). Emissions are further affected by local and regional meteorological and soil conditions. Several examples of qualitative variability of GHG production due to environmental conditions have been cited in the literature. For example, under aerobic conditions CO₂ is preferentially produced relative to CH₄ production (De Gryze *et al.*, 2008). However, under anaerobic conditions via methanogenesis (i.e., in rice fields or in a bovine's rumen), CH₄ is preferentially produced relative to CO₂ production. The CH₄ produced can then be converted to CO₂ by microorganisms via CH₄ oxidation (De Gryze *et al.*, 2008). Because CH₄ has 21–23 times the GWP of CO₂, understanding the environmental conditions of CH₄ and CO₂ formation is integral toward both the development of an accurate model and mitigation.

4. LIVESTOCK TYPES AND PRODUCTION SYSTEMS

Greenhouse gas emissions from livestock are inherently tied to livestock population size (USDA, 2004). However, due to their greater biomass and unique metabolic function, ruminants are the most significant livestock producer of GHGs (USDA, 2004). Figure 4 shows the estimated global distribution of pigs, poultry, cattle, and small ruminants.

There are currently 1.5 billion cattle and domestic buffalo, and 1.7 billion domestic sheep and goats in the world, which account for over two thirds of the total biomass of livestock (FAO *et al.*, 2006). Within the United States, there are over 94 million beef cattle and 9.3 million dairy cows (NASS, 2009). Cattle are the largest contributing species to enteric fermentation in the United States (EPA *et al.*, 2009). In all three reports discussed in the present chapter (CEC, 2005; EPA *et al.*, 2009; FAO *et al.*, 2006), CH₄ from enteric

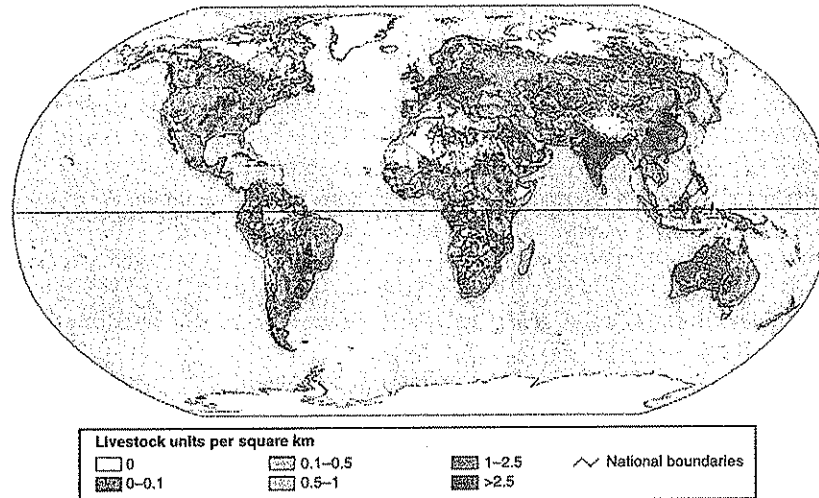


Figure 4 Global estimates of aggregate distribution of pigs, poultry, cattle, and small ruminants (FAO, 2006).

fermentation is the second leading source of GHG from livestock. Therefore, when evaluating LLS (FAO *et al.*, 2006) with respect to GHGs, domesticated ruminants are the primary species studied. However, it is important to recognize the significance of other nonruminant livestock. For example, in the United States swine are the second greatest source of CH₄ and N₂O emissions from manure management and have had a CH₄ and N₂O emissions increase of 34% between 1990 and 2006 (EPA *et al.*, 2006). In addition, pork and poultry production currently consume over 75% of cereal and oil-seed based on concentrate that is grown for livestock (Galloway *et al.*, 2007). Therefore, while ruminants consume 69% of animal feed overall, nonruminants consume 72% of all animal feed that is grown on arable land (Galloway *et al.*, 2007). Consequently, while enteric fermentation from nonruminants is not a significant source of GHG, indirect emissions associated with cropland dedicated to nonruminant livestock might be significant.

The types of LPSs utilized are typically based on socioeconomics, tradition, and available resources. LLS states that extensive (i.e., grazing animals) and intensive (i.e., animals are contained and feed is brought to them) LPSs emit 5000 and 2100 Tg CO₂-eq yr⁻¹, respectively (FAO *et al.*, 2006). While these emissions numbers are not normalized to a per animal unit scale, the type of production system utilized (i.e., landless vs grassland) affects direct (i.e., from the animal) and indirect (i.e., emissions associated with livestock) emissions quantitatively and qualitatively. For example, the low animal density coupled with high land area utilized by extensive systems

(e.g., grazing animals occupy 26% of the earth's terrestrial surface) can affect land degradation, deforestation, soil erosion, biodiversity loss, and water contamination (Bruinsma, 2003; FAO *et al.*, 2006). Likewise, because of their high animal density, intensive farming systems can lead to N and P saturation, salinization, and water contamination in addition to reliance on external feed-crop production (Bruinsma, 2003; Mosier *et al.*, 1998a). Therefore, to characterize the GHG "footprint" of livestock, the type of LPS needs to be identified and characterized. On the basis of the system parameters (e.g., feed type, animal density, manure storage, and use etc.), FAO *et al.* (2006) divides the LPS into two major types (solely LPSs (L) and mixed farming systems (M)). Figure 5 shows the global distribution of production systems (FAO *et al.*, 2006).

The solely LPSs are further divided into landless LPS (LL) and grassland-based LPS (LG):

1. Landless LPS: Intensive/feedlot type system (defined as systems in which less than 10% of the dry matter fed to animals is farm-produced and where the annual stocking rates are above 10 livestock units per km²). Developed countries are the primary users of this system with 54.6% of total LL meat production produced in LL systems (FAO *et al.*, 2006). Globally LL-systems account for 75% of the world's broiler poultry supply, 40% of its pork, and over 65% of all poultry eggs (Bruinsma, 2003).

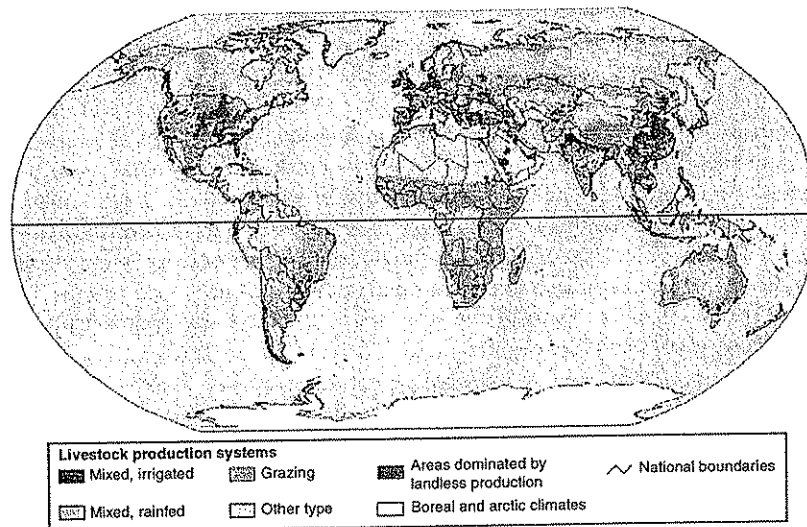


Figure 5 Estimated distribution of livestock production systems. Landless production systems refer exclusively to monogastric production (FAO, 2006).

2. Grassland-based LPSs are defined as areas where more than 10% of dry matter fed to animals is produced at the farm and where annual stocking rates are less than 10 livestock units per hectare of agricultural land (FAO *et al.*, 2006). Grassland-based LPSs are usually present on land that is considered unfit for cropping (primarily semiarid or arid areas). These systems cover the largest global land area and are currently estimated to occupy some 26% of the earth's ice-free land surface (FAO *et al.*, 2006). In South and Central America and part of South East Asia, grazing is often pursued on land cleared from rainforests, where it fuels soil degradation and further deforestation. In semiarid environments, overstocking during dry periods frequently brings risks of desertification (e.g., in sub-Saharan Africa), although it has been shown that marginal pastures do recover quickly if livestock are taken off and rainfall occurs (Bruinsma, 2003). In general, the LG system is characterized by a lower feed quality and a higher feed intake, which leads to higher methane emissions per animal relative to LL production system (Kebreab *et al.*, 2008).

Mixed farming, in which livestock provide manure and power in addition to milk and meat, still predominates for cattle. Mixed farming systems can be divided into the Rain-fed LPS (MR) and the Irrigated LPS (MI).

1. Rain-fed LPS: Mixed systems in which greater than 90% of the value of nonlivestock farm production come from "rain-fed" land use (Ash and Scholes, 2005). In MR, the livestock and cropping components are interwoven. The MR systems are prevalent in temperate, semiarid, and subhumid areas. Approximately two thirds of the total livestock population in India are raised in rain-fed LPS due to the availability of forest grazing and wasteland (Dash and Misra, 2001). These systems typically have large and overstocked livestock populations (Ash and Scholes, 2005). The excess manure is used for cultivation of crops; however, the high animal density can contribute to land-use degradation (Ash and Scholes, 2005).
2. Irrigated mixed farming systems: More than 10% of the value of nonlivestock farm production comes from irrigated land-use. Crop production under irrigated conditions used primarily for rice production with goats as the primary food animal (Ash and Scholes, 2005). Goats typically have low growth and relatively high mortality rates (Ash and Scholes, 2005). Most GHG production is from methane associated with animal manure and irrigated rice cultivation (FAO *et al.*, 2006).

Using the eight categories that most LCA uses to divide anthropogenic GHG emissions associated with global and regional livestock, a comprehensive analysis of each category follows with respect to current literature. Based on the comparison the overall relevancy of each category is then assessed for United States livestock.

5. ENTERIC FERMENTATION

Methane production from enteric fermentation is considered the primary source of global anthropogenic CH₄ emissions accounting for approximately 73% of the 80 Tg of CH₄ produced globally per year (Johnson and Johnson, 1995).

Globally as well as in the United States and California, CH₄ released from enteric fermentation accounts for ~1800, 139, and 7 Tg CO₂-eq yr⁻¹, respectively (CEC, 2005; EPA *et al.*, 2009; FAO *et al.*, 2006). LLS (FAO *et al.*, 2006) estimated that 1800 Tg CO₂-eq yr⁻¹ is produced globally via CH₄ from enteric fermentation following only land-use change as an emission category.

Ruminants are unique in their ability to convert plants on nonarable land to protein. This characteristic allows ruminants to utilize land and feed that would otherwise be un-used for human food production. At the same time, ruminant livestock is an important contributor to CH₄ in the atmosphere (FAO *et al.*, 2006; IPCC, 2000; USDA, 2004). Methane is produced from the microbial digestive processes of ruminant livestock species such as cattle, sheep, and goats. Nonruminant livestock such as swine, horses, and mules produce less CH₄ than ruminants (USDA, 2004) (Fig. 7).

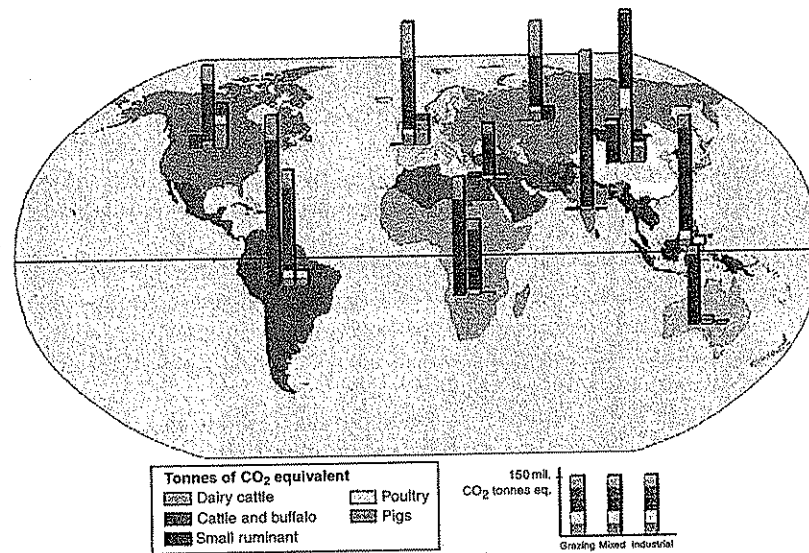


Figure 6 Total GHG emissions from enteric fermentation and manure per species and main production system (FAO, 2006).

The primary source of CH₄ from ruminant livestock is from the process of enteric fermentation during rumination (Casey *et al.*, 2006; Jungbluth *et al.*, 2001; Kaspar and Tiedje, 1981; Sun *et al.*, 2008). Initial microbial breakdown (essential in ruminant digestion) occurs in the rumen, or large fore-stomach, where microbial fermentation converts fibrous feed into products digested and utilized by the animal (Boadi *et al.*, 2004; USDA, 2004). Rumination promotes digestion of cellulose and hemicellulose through hydrolysis of polysaccharides by microbes and protozoa, which is followed by microbial fermentation generating H₂ and CO₂. Methane is produced as a by-product of enteric fermentation and carbohydrate digestion and is expelled through the mouth via eructation (Monteny *et al.*, 2001).

Global CH₄ emissions are difficult to predict because specific biochemical components of diets are often overlooked in empirical models. Important differences in feed components of the diets used in extensive and intensive LPSs are often overlooked and these systems are viewed as similar. This can result in over- and underestimates of enteric derived CH₄ emissions regionally; especially, where diet components may differ based on the availability of nutrients. Kebreab *et al.* (2008) suggested that IPCC values overestimate CH₄ emissions by 12.5% and underestimate CH₄ emissions by 9.8% for dairy and feedlot cattle, respectively. Mechanistic models might be better suited than empirical models for determining CH₄ emissions as the models are capable of changing source of carbohydrate or addition of fat to decrease methane (Kebreab *et al.*, 2008). Models that predict methane emissions should depend on the diet being fed and the variables relevant to an animal on a particular diet (Ellis *et al.*, 2009). Predictions of CH₄ for an animal on a high grain diet should include some aspect of crude fiber (FC), starch, or forage percentage; while, an animal on a high-fat diet, predictions should include a fat variable (Ellis *et al.*, 2009). In ruminant livestock, enteric fermentation is strongly affected by quantity and quality of their diet (Johnson and Johnson, 1995). Production of CH₄ in ruminants is directly correlated to a loss of metabolizable energy and has been studied in depth during performance studies that aimed at improvements of feed efficiency (Johnson and Johnson, 1995; Jungbluth *et al.*, 2001; Mosier *et al.*, 1998b). Cattle typically lose 2–12% of their ingested energy as eructated CH₄ (Johnson and Johnson, 1995). Many factors affect CH₄ emissions from livestock including feed intake, animal size, diet, growth rate, milk production, and energy consumption (Johnson and Johnson, 1995; Jungbluth *et al.*, 2001). Diet and level of production directly affect CH₄ emission rates (Holter and Young, 1992; Jungbluth *et al.*, 2001; Sun *et al.*, 2008). For example, CH₄ outputs are estimated to range from 3.1 to 8.3% of gross energy intake for dry, non-lactating cows and from 1.7 to 14.9% of gross energy intake for lactating cows (Holter and Young, 1992). Enteric CH₄ ethane emissions per unit of production are highest when feed quality and level of production are low (Crutzen *et al.*, 1986).

Mitigation through improved feed efficiency could reduce CH₄ emissions and result in economic benefits to producers while improving global methane emissions (Johnson and Johnson, 1995). The use of high energy concentrate feed typically used in landless (LL) LPSs results in relatively higher animal production rates (Johnson and Johnson, 1995) and thus less CH₄ emitted per unit of output.

Due to the regional differences in animal species, diets, and production systems, (Figs. 5 and 6) globally it is very difficult to determine accurate CH₄ emissions. Most LL LPSs feed high concentrate diets that meet the specific energy requirements of the animal and thus increase production efficiency, using less resources (feed) to obtain a useable product (meat or milk) in less time. In contrast, extensive (grassland) LPSs, where inputs are less controlled and animals roam freely, feed production efficiency decreases. In other words, these animals require more feed and more time to reach an endpoint that yields useable products.

Emissions from livestock can be mitigated through animal management techniques including nutrition, housing, and waste management (Clemens and Ahlgrim, 2001; Johnson and Johnson, 1995; Mosier *et al.*, 1998b; Phetteplace *et al.*, 2001; Saggari *et al.*, 2004). Recent work has focused on manipulating the abundance and/or activity of rumen methanogens, to improve the efficiency of ruminant production in an ecologically sustainable way (Wright *et al.*, 2004). One major mitigation technique for CH₄ from livestock is through improvement of production efficiency. For example, in the United States, Capper *et al.* (2009) suggests that continued improvement of management systems and technologies in commercial operations would reduce resource use and environmental impact without sacrificing production. When comparing 1944 with 2007 dairies in the United States, Capper *et al.* (2009) found that modern dairies require 21% of animals, 23% of feedstuffs, 35% of the water, and 10% of the land to produce the same one billion kg of milk. Emissions have also been reduced since 1944; dairies today produce 43% of CH₄ and 56% of N₂O per billion kg of milk (Capper *et al.*, 2009). Management with particular emphasis on improvements of production and reproduction efficiency will likely be among the most viable tools to most significantly reduce environmental impact of livestock systems.

5.1. Carbon dioxide emissions from livestock respiration

The CO₂ from respiration of livestock amounts to ~3000 Tg CO₂-eq yr⁻¹ but this CO₂ had previously been absorbed via plants (FAO *et al.*, 2006). According to EPA *et al.* (2006), FAO *et al.* (2006), and the Kyoto Protocol (1997), emissions from livestock are part of continuous cycling biological system where plant matter that had once sequestered CO₂ is consumed by livestock and then released back into the atmosphere by respiration to be

U.S. greenhouse gas emissions from livestock, 2001

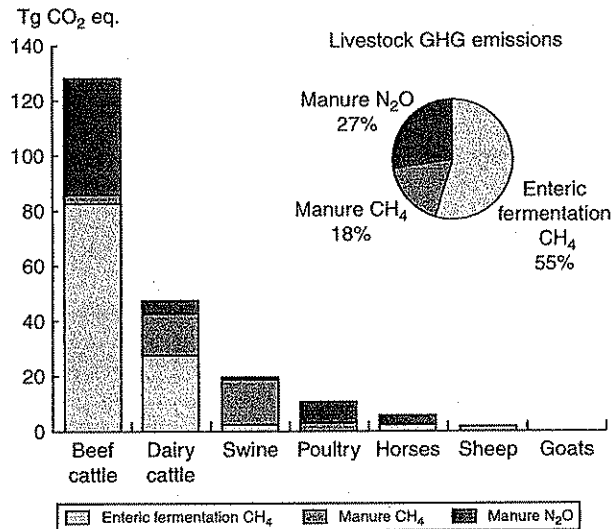


Figure 7 United States greenhouse gas emissions by livestock type, 2001 (USDA, 2004). Note, the United States has approximately 10 times more beef than dairy cattle leading to differences in total contributions (FAO, 2006).

reabsorbed by plants (FAO *et al.*, 2006; Kyoto Protocol, 1997). Consequently, the emitted and absorbed quantities are considered equivalent making livestock a net zero source of CO₂.

6. ANIMAL MANURE

The management of animal manure can produce anthropogenic CH₄ via anaerobic decomposition of manure and N₂O via nitrification and denitrification of organic N in animal manure and urine (Bouwman, 1996). LLS (FAO *et al.*, 2006) estimated that global emissions associated with livestock manure (i.e., manure management, manure land application, and indirect manure emissions) total 2160 Tg CO₂-eq yr⁻¹. The EPA *et al.* (2009) and the state of California (CEC, 2005) have assessed that emissions associated with livestock manure (i.e., manure management) in the United States and California total 59.0 and 6.9 Tg CO₂-eq yr⁻¹, respectively. The EPA and CEC place manure land application and indirect manure emissions in the agricultural soil management section. For the EPA and CEC these total 21 and 2.3 Tg respectively.

Typically, when livestock manure is stored or treated in lagoons, ponds, or tanks (i.e., anaerobic conditions), CH₄ emissions are produced in higher amounts than when manure is handled as a solid (e.g., stacks or drylot corrals), or deposited on pasture where aerobic decomposition occurs thereby reducing CH₄ emissions (EPA *et al.*, 2006). Because a strong relationship exists between manure application on land and N₂O emissions (Bouwman, 1996; Jarecki *et al.*, 2008), the emissions associated with fertilization need to be considered a GHG source. However, LLS (FAO *et al.*, 2006) only takes into account emissions from N fertilizer applied to animal feed crops dedicated to food animals, yet including emissions from manure when applied both to animal feed and human crops. The displacement of chemical N fertilizer that is not needed because of N from manure is not considered in LLS. In contrast to chemical fertilizers, the energy input is lower for animal manure (FAO *et al.*, 2006). Therefore, while the direct CO₂-eq kg⁻¹ of manure is significantly higher for manure (7–8 kg CO₂-eq kg⁻¹ of N) than for fertilizer (between 0.03 and 1.8 CO₂-eq kg⁻¹) (Lal, 2004), the indirect emissions from chemical fertilizer that is not produced need to be accounted for to make an appropriate LCA analysis. Investigating LCAs of GHG emissions associated with fertilizer or manure application on cropland are essential toward understanding the significance of animal manure in agriculture.

A major factor influencing N₂O emissions from agricultural land is N application (Jarecki *et al.*, 2008). The form of fertilizer applied as well as the placement in the soil influences the flux of N₂O emissions (Breitenbeck *et al.*, 1980; Bremner *et al.*, 1981). Both CH₄ and N₂O can be produced by the decomposition of manure. However, N fertilization reduces soil CH₄ oxidation (Jarecki *et al.*, 2008). Methane is produced via the anaerobic decomposition of manure while N₂O is produced via nitrification and denitrification of lad incorporated manure (Chen *et al.*, 2008). Both CH₄ and N₂O production are influenced by multiple variables including climate, soil conditions, substrate availability, and land management practices (Chen *et al.*, 2008). With respect to management in the developed world, the increased use of liquid versus dry manure waste systems (liquid systems produce significantly more methane) in dairy and pig operations has resulted in a relative increase in methane production (FAO *et al.*, 2006). Specifically, in the United States, CH₄ emissions from manure management increased by 34% between 1990 and 2006 primarily due to an increase in liquid manure systems (EPA *et al.*, 2006). One reason for the trend toward liquid-based systems is a response to regulations in the United States including the United States Clean Water Act, which restricts land application rates of manure. The emerging use of CH₄ digesters offers a potential mitigation of CH₄ emissions from liquid manure systems coupled with electricity, gas, and biofuel generation. Current assumptions predict a 50–75% reduction (depending on environmental conditions) in digester GHG emissions from manure when compared with the current system where the manure would otherwise be stored as a liquid slurry in a lagoon (AgStar, 2002).

Wisconsin, New York, Pennsylvania, and California currently have 20, 16, 16, and 15 operating CH₄ digesters, respectively (AgStar, 2002).

Nitrogen assimilation efficiencies vary considerably among different livestock with a range between 10% in beef cattle and 38–75% for swine (Castillo *et al.*, 2001; Hoekstra *et al.*, 2007). As a result, a significant amount of N is returned to the environment through animal excretions (Clemens and Huschka, 2001; Hoekstra *et al.*, 2007). This N can reenter the crop-production cycle, or depending on the conditions be emitted as N₂O or NH₃ (Mosier *et al.*, 1998b). Direct N₂O emissions are produced as part of the N cycle through the nitrification and denitrification of organic N in livestock manure and urine (Mosier *et al.*, 1998b). Annual N losses via N₂O have been previously calculated between 0 and 5% of N applied for manure (Jarecki *et al.*, 2008). Indirect N₂O emissions are produced from N lost as runoff, and leaching of N during treatment, storage, and transportation (Mosier *et al.*, 1998b).

Due to primarily anaerobic conditions of rice production globally, methane production indirectly associated with animal manure application to irrigated rice fields is considered a significant source of emissions. Specifically, due to microbial breakdown of animal manure under anaerobic conditions, global methane emissions account for approximately 60 Tg CO₂-eq yr⁻¹ (Verburg and Van der Gon, 2001). In most of the developing world, most rice is grown under these conditions while within the developed world rice is grown with urea as N source.

With respect to animal diet, higher energy feed will have increased methane production from manure. For example, feedlot cattle fed a concentrate diet (i.e., high energy) generate manure with up to 50% higher CH₄ compared to range cattle eating a forage (i.e., low energy) diet (this trend is reversed for enteric fermentation where feedlot versus range cattle produce much less CH₄ per unit of production). Consequently, according to LLS (FAO *et al.*, 2006), the United States (highly intensive production systems) currently has the highest methane emissions factor for manure globally for both dairy and beef cattle (FAO *et al.*, 2006). However, as mentioned earlier (see Section 5.0 on enteric fermentation), high levels of methane emissions from manure management are typically associated with high levels of productivity (FAO *et al.*, 2006). Therefore, per unit of production, more efficient production systems are superior in the reduction of GHG (Capper *et al.*, 2009).

7. LIVESTOCK RELATED LAND-USE CHANGES

Forests cover approximately 4.1×10^9 ha of the Earth's land area (Dixon *et al.*, 1994) and are estimated to contain 80% of all above ground C and 40% of all below ground terrestrial C (Dixon *et al.*, 1994) (Fig. 8).

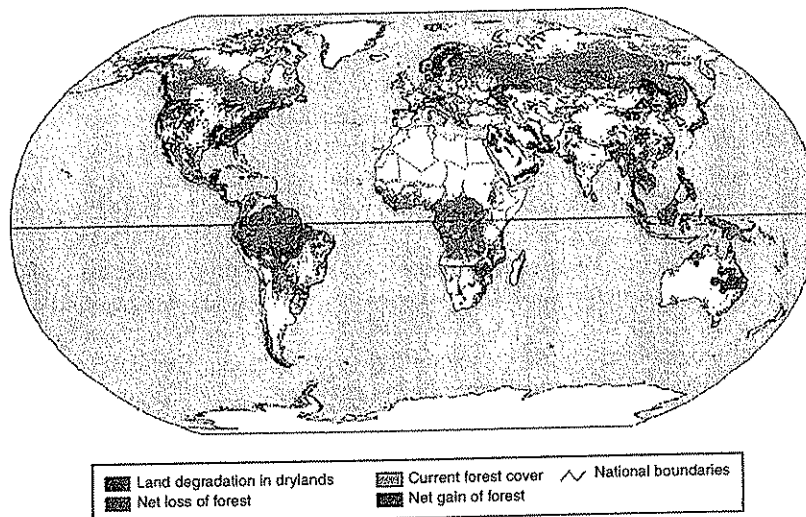


Figure 8 Forest transition and land degradation in dry lands (FAO, 2006).

Russia and Brazil are home to the largest forested areas accounting for 21 and 10% of the total global forestland, respectively (Dixon *et al.*, 1994). High and low latitude forests contain the largest C pools; hence changes (anthropogenic or nonanthropogenic) to specific forested areas can have a greater effect upon on C storage than other forested areas (Dixon *et al.*, 1994).

Land-use change is defined as greenhouse gas emissions from human activities which either change the way land is used (e.g., clearing of forests for agricultural use) or has an effect on the amount of biomass in existing biomass stocks (e.g., forests, village trees, woody savannas, etc.) (IPCC, 2000). From a livestock perspective, land-use changes would include any land adapted for livestock rearing (e.g., animal grazing, production of cropland for livestock feed). Forested areas are particularly sensitive to land-use change. When forest ecosystems undergo relatively abrupt land-use changes, such as deforestation, forest regrowth, biomass burning, wildfires, agriculture abandonment, wetland drainage, plowing, accelerated soil erosion, and so on, a significant loss of SOC and increase in GHG emissions occur (CAST, 2004; Dixon *et al.*, 1994; Houghton *et al.*, 1999).

Using the IPCC's definition of land-use change, livestock uses directly (i.e., pasture, LPS) and indirectly (i.e., production of feed crops) the largest land mass in the world (Bruinsma, 2003; Naylor *et al.*, 2005) and is a primary driver for land-use change. LLS (FAO *et al.*, 2006) estimated that livestock related land-use change produces 2400 Tg CO₂-eq yr⁻¹ or 35% of the total GHGs attributed to livestock. LLS (FAO *et al.*, 2006) identifies

deforestation in Latin America as the primary source of GHG emissions associated with global livestock. Specifically, land-use changes, including expansion of pasture and arable land for feed crops, primarily occur at the expense of forested land. Forest conversion for permanent crops, cattle ranching, cultivation shifts, and agriculture colonization are considered to contribute equally to the agriculturally driven land-use changes in these countries (Geist and Lambin, 2002). Smith *et al.* (2007b) estimates that over the last 40 years, an average of 6 and 7 Mha of forestland and non-forestland, respectively, was converted to agricultural land in the developing world. Houghton (2003) estimated that "Indonesia and Brazil accounted for approximately 50% of the global land-use change C flux in the 1990s."

While, LLS (FAO *et al.*, 2006) assigned the largest portion of the GHG livestock portfolio to land-use changes, data from EPA *et al.* (2009) show that the United States overall actually increase forestland and that the nation's forests sequester $1078 \text{ Tg CO}_2\text{-eq yr}^{-1}$ (EPA, 2009). Between 1990 and 2006, the forestland use in the United States increased by 25% from 244 to 304 million hectares (Alig *et al.*, 2003; Smith *et al.*, 2004), resulting in a net uptake in C through trees (EPA, 2009). This gross increase in C sequestration is thought to be related to increased forest area, improved, sustainable timbering (timber growth exceeding harvest), and abandonment of agricultural lands (Alig and Wear, 1992; Alig *et al.*, 1998; Anderson and Magleby, 1997; Flather *et al.*, 1999; Lubowski *et al.*, 2008).

LLS's current LCA methodology (FAO *et al.*, 2006) does not take into account increases in C sinks due to increased management of timberlands in regions like the United States. Forest regeneration, timberland management, and harvesting contribute positively to C sequestration and are highly managed through private landowners. Though harvesting trees as a resource remove much of the aboveground C, there is a positive growth rate of timberlands when it is harvested (Newell and Stavins, 2000). EPA (2009) established through modeling of forest growth that C sequestration is increased if trees are periodically harvested and allowed to regrow rather than maintained as permanently established. For the United States, forest regeneration and expansion is expected to continue and in contrast to some developing countries, deforestation is not a livestock related land-use issue.

In conclusion, LLS (FAO *et al.*, 2006) estimated net C losses associated with converting forested land to grasslands and croplands either directly (pasture) or indirectly through livestock feed production on a global scale. These global predictions result in a significant overestimation of GHG emissions from livestock in developed countries that have established land-use patterns since centuries.

8. LIVESTOCK INDUCED DESERTIFICATION

Arid and semiarid ecosystems cover greater than 45% of the global land surface (Asner *et al.*, 2003). The most common human agricultural activities on these lands are cattle and sheep grazing/ranching, wood collection, and cultivation (Asner *et al.*, 2003). Desertification (a form of land degradation) primarily occurs in arid, semiarid, and dry subhumid grazing areas (pasture and rangeland) and causes a net loss of C to the atmosphere, ultimately leading to land with reduced biological productivity (Schlesinger *et al.*, 1990). Desertification is generally caused by excessive grazing by livestock, fire, soil erosion, and salinization (Oba *et al.*, 2008). LLS (FAO *et al.*, 2006) estimated that global emissions associated with livestock induced desertification totals 100 Tg CO₂-eq yr⁻¹. These calculations are based upon studies that show a 25–80% decline in SOC in areas with long-term grazing (Asner *et al.*, 2003). Desertification (i.e., land degradation of pasture) is mainly an issue in Africa (2.4 million km²), Asia (2.0 million km²), and Latin America (1.1 million km²) (FAO *et al.*, 2006). The United Nations Environmental Program (UNEP) estimates that 35% of the world's land surface is currently at risk for desertification and more than 20 million hectares are reduced annually to near or complete uselessness (Heldén, 1991).

As mentioned above, nonanimal factors, such as soil erosion and geographical location (higher latitudes may have increased rates of decomposition of soil C), account for some of the SOC losses (Jenkinson, 1991). However, animal factors (i.e., degradation of above ground vegetation) most likely have a more significant contribution to the nonrenewal of decaying organic matter stocks (Asner *et al.*, 2003). Calculating the specific amount that livestock production is responsible for is difficult (FAO *et al.*, 2006). However, livestock do occupy two thirds of the global arable dry land area and the rates of desertification are estimated to be higher in pasture than other land uses (Bruinsma, 2003).

In the United States there are roughly 86 million hectares of federal land grazed by domestic livestock in 17 western states (Bock *et al.*, 1993). Currently, the EPA does not have a desertification category in their inventory of United States GHG emissions and sinks. For the last 150 years, desertification and land degradation in the southwestern United States has led to significant land change (e.g., grassland to shrubland) and to some extent land degradation (Mueller *et al.*, 2007). Historic overgrazing of livestock coupled with climate variation and altered fire regimens are considered some of the drivers of desertification in parts of the South West United States (Mueller *et al.*, 2007; Yanoff and Muldavin, 2008). While grazing of grasslands is considered part of a ruminants natural history, not all grasslands have a symbiotic relationship with grazing ruminates (Bock *et al.*, 1993). These grasslands that are “intolerant” of grazing

animals are the most sensitive to desertification and hence SOC loss secondary to overgrazing (Bock *et al.*, 1993). However, according to Loeser *et al.* (2007), areas like the semiarid grasslands of Northern Arizona that have been used at some intermediate level of cattle grazing may be ideal for grazing to maintain native plant diversity. Loeser *et al.* (2007) did not study C emissions or plant biomass (i.e., indicators of C flux); therefore, further research is required to study potential sequestration. However, the concept of livestock being an integral component of ecosystem health is important to recognize.

9. RELEASE FROM CULTIVATED SOIL

Plowing and tilling coupled with wind, rain, and irrigation exacerbate soil erosion of cropland (Lal, 2004). Approximately 20–30% of SOC is mineralized and released into the atmosphere as CO₂ (Lal, 1999). During the past 40 years, almost one third of the world's cropland has been abandoned due to erosion and degradation (Wood *et al.*, 2006). LLS (FAO *et al.*, 2006) estimated that the loss of C from cultivated soils (i.e., tilling, liming, and emissions related to leguminous feed crops) associated with livestock totals 230 Tg CO₂-eq yr⁻¹. These estimates have a high degree of error based on environment, land management, and annual loss rate coefficients used under those conditions.

As mentioned in the introduction, agricultural soil emissions include non-livestock sources such as emissions associated with production of fruit, vegetables, fiber, grain, as well as livestock and grassland-based emissions. Direct and indirect emissions from agricultural soils related to synthetic N and manure utilization on agricultural soils account for 215 Tg CO₂-eq yr⁻¹ in the United States (EPA *et al.*, 2009) and 9.1 Tg CO₂-eq yr⁻¹ in California (CEC, 2005). Within the agricultural soil management category, the primary sub-category of emissions for both the U.S. (28%) and California (55%) are emissions associated with synthetic fertilizers. The contribution of the livestock to soil emissions has not been determined in EPA *et al.* (2009). Figure 9 illustrates the sources and pathways of N that result in direct and indirect N₂O emissions.

Greenhouse gas emissions associated with cultivated soils are higher in the United States based on EPA *et al.* (2009) versus the global FAO *et al.* (2006) numbers due to several factors. Before the 2005 "Inventory of United States Greenhouse Gas Emissions" (EPA *et al.*, 2009), GHG estimates within the agricultural sector were based on IPCC emission factors. However, the 2005 inventory includes N₂O emissions using a combination of Tier I and Tier III process-based model (DAYCENT) approaches (Del Grosso *et al.*, 2006). Among other differences, the DAYCENT model includes direct and indirect emissions from agricultural soils due to N additions to cropland and grassland and direct and indirect emissions from

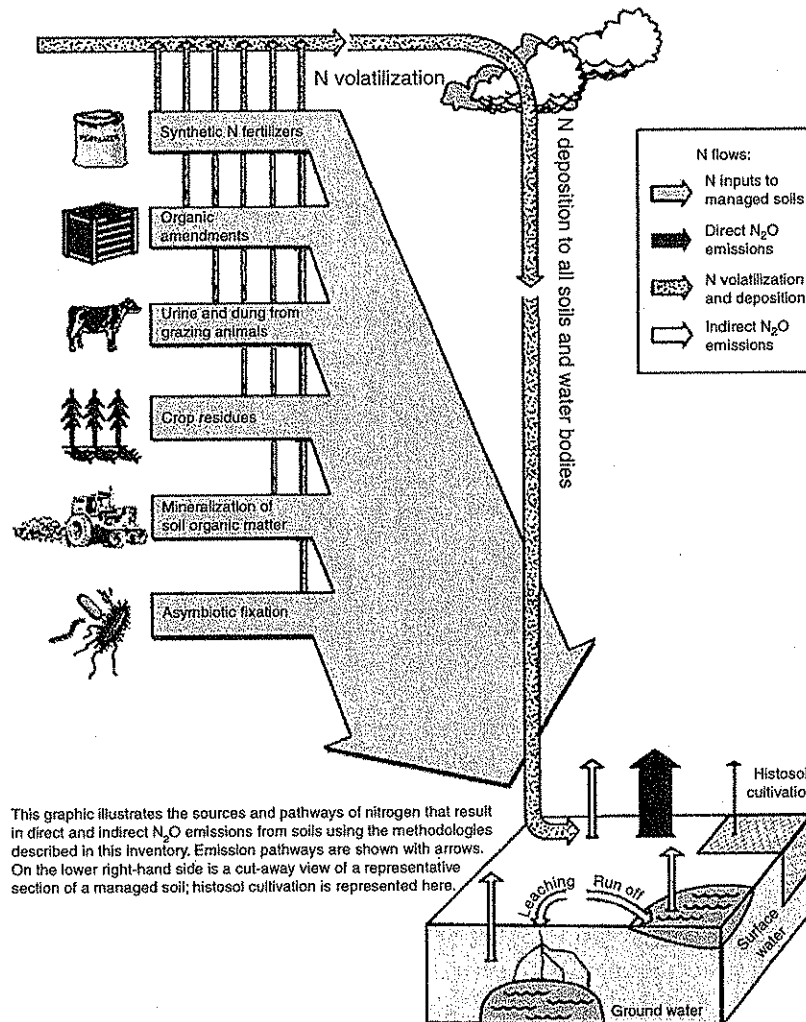


Figure 9 Direct and indirect N_2O emissions from agricultural soils. Sources and pathways of N that result in N_2O emissions from agricultural soil management modified from (EPA *et al.*, 2006).

soils due to the deposition of manure by livestock. In addition, the model is sensitive to inter-annual changes in temperature and management practices. Consequently, the DAYCENT model is considered a more accurate estimate of agricultural N_2O emissions (EPA *et al.*, 2009). In contrast, FAO *et al.* (2006) use IPCC Tier I calculations, which are primarily based on loss of C due to soil erosion.

Cropland versus grassland account for approximately 71 and 29% of total direct anthropogenic GHG emissions from soils, respectively (EPA *et al.*, 2009). Agronomic practices particularly tillage have a significant negative impact on N₂O emissions and SOC losses (CAST, 2004). The N₂O emissions are produced naturally in soils through the microbial processes of nitrification and denitrification (Khalil *et al.*, 2004). Quantitatively the rate of N₂O emissions from soil is highly dependent on several variables including rate of synthetic N-fertilizer application, organic manure application, presence/absence of crop residues, mineralization of soil matter, presence of N-fixing crops, irrigation, and tillage practices (Del Grosso *et al.*, 2006). Consequently, it is important to understand and accurately characterize cropland at high resolution to calculate GHG emissions from cultivated soils. For example, estimates of CO₂ emissions for United States corn, soybean, and wheat production vary from 79 kg C ha⁻¹ yr⁻¹ for no till soybean to 268 kg C ha⁻¹ yr⁻¹ for reduced till corn (CAST, 2004).

Agricultural soils and vegetation both emit and sequester C. Therefore, mitigation strategies related to cropping practices are an area of interest. In 2000, the IPCC estimated that conservation tillage can sequester 0.1–1.3 tones C ha⁻¹ yr⁻¹ globally and could feasibly be adopted on up to 60% of arable lands. Currently the Kyoto protocols do not include C sinks in the emissions inventory for agriculture (Kyoto Protocol, 1997).

10. CARBON EMISSIONS FROM FEED PRODUCTION

Historically, most of the resources utilized for livestock nutrition came from the farm itself. While this type of farming is still practiced in some parts of the developing world, most modern livestock operations require a variety of external inputs (i.e., feed production and transport, herbicides, pesticides, etc.) that directly or indirectly utilize fossil fuels and hence produce GHGs (Sainz, 2003). This increased utilization of external inputs allows for increased animal density or intensification of livestock production. In fact, more than half the energy expenditure during livestock production is for feed production (nearly all in the case of intensive beef operations) (FAO *et al.*, 2006). LLS (FAO *et al.*, 2006) estimated that fossil fuel use in manufacturing fertilizer used for animal feed plus emissions associated with application and indirect emissions emits approximately 240 Tg CO₂-eq yr⁻¹ globally. Total GHG emissions for mineral fertilizer production are based on synthesis of 14 million tones of mineral fertilizer directly used for fertilization of cropland used solely for animal feed (FAO *et al.*, 2006). The energetic cost of synthetic fertilizer synthesis is between 7 and 65 MJ kg⁻¹ of N depending on the fertilizer type and mode of manufacturing (e.g., natural gas versus coal) (FAO *et al.*, 2006). Lal (2004) compiled data

estimating C emissions for production, transportation, storage, and transfer of various fertilizers between 0.03 and 1.8 kg CO₂-eq kg⁻¹. The EPA currently does not have a United States domestic value specifically for CO₂ emissions from manufacturing of mineral fertilizer for livestock applications. The only United States numbers currently available are for CO₂ emissions from ammonium manufacture and urea application (13.8 Tg CO₂-eq yr⁻¹) (EPA *et al.*, 2009). Approximately 1% of the world's net energy is utilized in making synthetic fertilizer (Smith, 2002). Carbon dioxide and N₂O emissions are the GHGs associated with the indirect and direct use of fertilizers (Lal, 2004). The primary use of fertilizer in the animal food chain is for the production of corn (FAO *et al.*, 2006). The average corn fertilizer application rate in the United States is 150 kg N ha⁻¹ of corn (CAST, 2004). While N₂O emissions occur naturally via nitrification and denitrification, the application of excess N increases the rate of N₂O emissions (Bouwman, 1996). Different rotational farming systems that utilize N-fixing plants before planting corn do not seem to mitigate application rates. This may in part be due to the relatively cheap cost of mineral fertilizer coupled with a "more is better" approach.

Mosier *et al.* (1996) estimated that worldwide application of N as synthetic fertilizer (77.4 Tg yr⁻¹) is in the same range as that of N from manure (77.4 Tg yr⁻¹). Synthetic fertilizers have reduced CH₄ emissions (ammonium nitrate and ammonium sulfate appear to inhibit CH₄ formation) relative to manure, while synthetic fertilizers have relatively higher N₂O emissions. Therefore, attempts to reduce CH₄ from manure sources may well increase other emissions including N₂O (Mosier *et al.*, 1996).

In the United States, mineral fertilizers are the dominant form of crop N supplementation and many semi-developed areas of the world are quickly switching to this model. For example, in the United States in 2001, 10,800 Gg yr⁻¹ of N from synthetic fertilizer was used versus 2950 Gg yr⁻¹ from livestock manure applied (USDA, 2004). However, it is important to recognize that the synthetic fertilizer produced and utilized in the developed world in general has lower ammonia losses to the environment (4% compared to up to 30% depending on the type of fertilizer and conditions) than the mineral fertilizers used in the developing world (Bouwman, 1996).

Although the use of manure leads to higher direct GHG emissions than mineral fertilizers (Khalil *et al.*, 2008), data comparing net direct and indirect emissions was not incorporated into the LCA of LLS (FAO *et al.*, 2006). In addition, as previously noted in Section 6.0, while LLS addresses the gross GHG emissions produced via production of mineral fertilizer, whereas the potential displacement of synthetic fertilizer production via the "free" production and usage of animal manure is not being discussed. This information will eventually have to be integrated into a more complex (and more accurate) LCA model that would account for the flow of energy from fossil fuels to N fertilizer, from N fertilizer to feed, and from feed to

animal protein. Instead, only the emissions associated with N-fertilization of food animal crops (1 Tg CO₂-eq yr⁻¹ using a N application rate of ~150 kg ha⁻¹ of corn) were assessed in LLS (FAO *et al.*, 2006).

Concentrates are a primary component of livestock feed, fed in the developed world. Concentrates comprise roughly 40% of all animal feed in the developed world versus 12% in the developing world (FAO *et al.*, 2006). Overall, 32% of the world's cereal production (the primary concentrate) is consumed by livestock (Bruinsma, 2003). The main crops utilized for feed production for livestock are corn (52% of concentrates), barley (19%), wheat (19%), and sorghum (5%) (Bruinsma, 2003; FAO *et al.*, 2006).

Within the United States, the state of California is unique from an animal nutrition perspective. The diversity of crops grown in California and their adaptability for both human and animal consumption allows the dairy industry to utilize cropland in a "dual" noncompetitive fashion. Crops, such as rice (rice hulls), almonds (almond hulls), and citrus fruits (citrus pulp) to name a few, have multiple uses for both humans and animals. This dual-utilization decreases the "footprint" of total cropland required for animal feed while integrating these "waste" products for animal feed (plant residues are rarely utilized as soil amendments in the developing world). Feeding crop by-products to livestock reduces decomposition of organic material and releases of GHG to the atmosphere. Instead of these "waste" products being underutilized and hence off-gassing methane as part of landfill or even as municipal solid waste (MSW) (Zhao *et al.*, 2008), dairy cows are able to supplement their diet with these products. In this situation the net benefit of having ruminates needs to be further investigated and included in a California specific model.

LLS (FAO *et al.*, 2006) does not address emissions from production of pesticides, herbicides and other amendments commonly added to cropland. However, in intensive systems the combined-energy use for seed and herbicide/pesticide production and fossil fuel for machinery "generally" exceeds that for fertilizer production (Swanton *et al.*, 1996). Lal (2004) conducted a comprehensive review of energy required for production, transportation, and storage of herbicides, insecticides, and fungicides. Means CO₂-eq kg⁻¹ for herbicides, insecticides, and pesticides were 6.3, 5.1, and 3.9, respectively, which were higher than all N-based fertilizers investigated (Lal, 2004). Estimates compiling C emissions for production, transportation, storage, and transfer of herbicides, insecticides, and fungicides had average equivalent C emissions higher than fertilizer (Lal, 2004). These numbers are complicated as some research shows that emission factors from production are superseded by net reduction in emissions on the cropland primarily due to no-till farming (Hisatomi *et al.*, 2007).

From a technology perspective it should also be noted that superior genetics and technology have made food animal nutrition more efficient from both a production and GHG perspective. For example, a study

regarding bovine somatotropin (BST) hormone calculated that if all the dairy cows in the United States were using BST, the current milk supply could be reduced by 11% fewer cows, who would be fed 9% less feed, that would be produced on 6% less land (Johnson and Johnson, 1995). These reductions translate to 6% less fossil fuel use and 9% less methane production (Capper *et al.*, 2008). A recent study by Capper *et al.* (2009) using National Research Council (NRC) nutrient recommendations demonstrated that modern dairy practices in the United States in 2007 versus those in 1944 required 79% fewer animals, 78% less feedstuffs, 90% less land, and 65% less water to produce one billion kg of milk. In addition, the same study showed a 74% reduction in manure, 56% reduction in CH₄, and 46% reduction in N₂O per billion kg of milk produced in 2007 versus 1944 cows. In 1944, the United States dairy population totaled 25.6 million cows and produced 53 billion kg of milk annually (average milk yield per cow of 2074 kg yr⁻¹) versus 9.2 million cows producing 84.2 billion kg of milk annually (average milk yield of 9193 kg yr⁻¹) in 2007 (Capper *et al.*, 2009). The authors attribute this dramatic increase in production to genetics, nutrition, and management. The average time needed to produce a broiler in the United States has gone from 72 days in 1960 to 48 days in 1995 with a 1.8–2.2 increase in slaughter weight and a 15% decrease in feed conversion ratios (kg feed per kg meat) (Naylor *et al.*, 2005).

11. ON-FARM FOSSIL FUEL USE: DIESEL AND ELECTRICITY

On-farm fossil fuel use is highly dependent on the intensity and type of livestock production and the environment of the farm. Once on the farm, fossil fuels are utilized for tilling, irrigation, sowing, the movement of feed, for control of the environment (i.e., cooling, heating, and/or ventilation), for animal waste collection and treatment (i.e., land application, solid separation), and for transportation of products (Johnson and Johnson, 1995; Lal, 2004; Sainz, 2003). LLS (FAO *et al.*, 2006) estimated that on-farm fossil fuel use emits 90 Tg CO₂-eq yr⁻¹. Equivalent estimated for the United States do not exist currently for CO₂ emissions from on-farm fossil fuel use. However, in an intensive system, on-farm use of fossil fuel often produces greater GHG emissions than those from chemical N fertilizer (Sainz, 2003).

For the assessment of global on-farm fossil fuel use associated with livestock production, LLS (FAO *et al.*, 2006) utilizes a single study by Ryan and Tiffany (1998). FAO *et al.* (2006) then extrapolates intensive farming globally and adjusts based on latitude (e.g., at lower latitudes less energy would be required for corn drying). Specifically, LLS focuses at on-

farm energy use for nine different commodities (corn, soybeans, wheat, dairy, swine, beef, turkeys, sugar beets, and sweet corn/peas). The study identifies diesel or liquefied petroleum gas (LPG) as the primary source of energy for on-farm energy use for eight of the nine commodities. Overall, predictions fossil fuel use associated with livestock production are weak globally and nationally. However, studies in the United States and France have shown a decrease in energy use dedicated to agriculture since 1980 (Bonny, 1993; Cleveland, 1995).

12. POSTHARVEST: CO₂ FROM LIVESTOCK PROCESSING

The postharvest system includes processing, distribution (transport and storage), and preparation. LLS (FAO *et al.*, 2006) estimated United States emissions between 10–50 Tg CO₂-eq yr⁻¹ based on research done in Minnesota (Ryan and Tiffany, 1998). The EPA *et al.* (2006) report does not address postharvest emissions.

Figure 10 shows energy use by energy source on United States farms between 1965 and 2001. While total energy use has leveled since 1990, output per unit of energy input has increased significantly (USDA, 2004). In addition, the adoption of no-till land management has the secondary benefit of decreasing fuel use on farms.

While postharvest CO₂ relative to the other categories listed is not a major emitter of GHG, the wide range of data available creates some uncertainty. This uncertainty is primarily related to the myriad of value-added food animal by-products combined with multiple food processing technologies. For example, for a simple product such as processed beef, the energetic cost ranges between 0.84 and 5.02 MJ kg⁻¹ live weight (Ward *et al.*, 1977).

In addition, differences in types of energy used for electricity (hydro-electric versus coal) affects on the GHG output. From an energy perspective, depending on the efficiency and the product, agriculture represents between 20 and 50% of the energy consumed within the food supply chain (Wood *et al.*, 2006). For example, the state of California's energy portfolio will change based on implementation of Assembly Bill 32 (AB-32). Specifically, by 2020, by law the state of California can only produce 1990 levels of anthropogenic GHGs (California Environmental Protection Agency, 2007). In order to achieve this cap, one third of California's energy portfolio will be renewable compared to roughly 10% currently (California Environmental Protection Agency, 2007). Therefore, while postharvest emissions are a relatively low proportion of total livestock emissions, regional differences in emissions factors are expected.

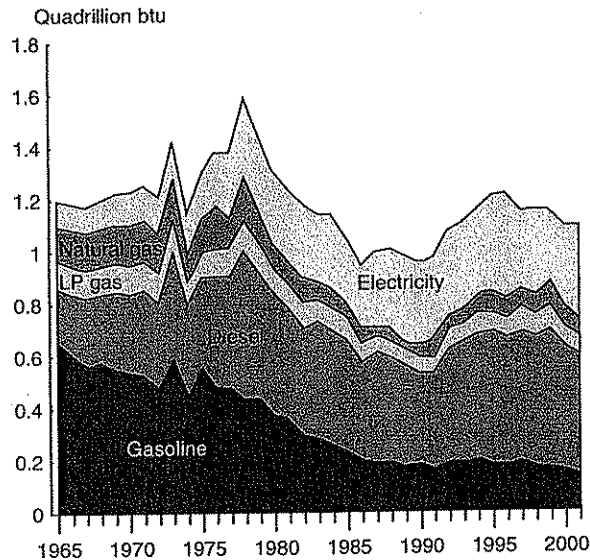


Figure 10 Energy use by agriculture by source 1965–2001 (USDA, 2004).

Postharvest emissions associated with animal feed production and processing of non-food related animal products were not included in FAO *et al.* (2006).

12.1. Transportation

The GHG emissions associated with the transport of animal products (“farm-to-fork”) vary according to mode (truck, rail, water) of transport and type of animal product. Previous studies have shown barge to be over eight times more energy efficient than truck and twice as efficient as rail (Rose, 2006). However, these values do not take into account emissions associated with refrigeration for perishable items. LLS (FAO *et al.*, 2006) estimated CO₂ emissions from transport of livestock products to be 0.9 Tg CO₂-eq yr⁻¹. The EPA currently does not measure CO₂ emissions associated with respect to livestock in the United States.

1. When calculating GHG production on a national or regional level, production areas are “assessed” emissions while the receiver region is not assessed any “emissions.” These “virtual” emissions are “tallied” solely for the producer and not the consumer. There have been estimates that China’s total GHG “footprint” would be reduced by 1/3 if emissions based on usage were calculated instead of emissions based on production (FAO *et al.*, 2006). Likewise, while total CH₄ emissions

from enteric fermentation for Central and South America are approximately one-quarter ($486 \text{ Tg CO}_2\text{-eq yr}^{-1}$) of the global livestock CH_4 , only Central and South America is identified (Steinfeld and Wassenaar, 2007). In a study by Galloway *et al.* (2007), Japan's pig and chicken consumption resulted in the equivalent usage of 50% of Japan's total arable land (Galloway *et al.*, 2007), while trade between Brazil and China is responsible for 15% of the virtual N left behind in Brazil and 20% of Brazil's area to grow soy (Galloway *et al.*, 2007).

2. Reducing "farm-to-fork" transportation emissions does not necessarily reduce GHG emissions from an LCA perspective. If an animal product can be produced internationally in such a way that gross GHG emissions are lower than that same animal product produced under local conditions, then consumption of the product with the shorter "farm-to-fork" distance may in fact have a greater GHG footprint. The point being that the proper integration of international food trade can potentially play an integral role in mitigation of global GHG emissions. While issues related to "food security" encourage local sources of food, the balance between productions for domestic consumption (and food security) needs to be balanced with the "outsourcing" of food production for GHG mitigation.

Within the transportation sector, it is important to discuss the energy and environmental impact of "farm-to-fork" costs for food animals. In the developed world, food animals are often concentrated in landless systems, the transportation of feed grains and other feedstuffs often involves a massive transfer of nutrients between regions. Currently, the EU gets the majority of their soybeans for animal feed from Brazil (Smaling *et al.*, 2008). In the United States, pig operations in the Southeast get the majority of their grain from farms in the mid-west (USDA, 2004). LLS does not assess the transportation or potential environmental costs of these food animal farm-to-fork costs.

12.2. Waste and biomass

To complete a LCA analysis, the waste/use ratio should be determined. Neither FAO *et al.* (2006) nor EPA *et al.* (2006) addresses GHG production due to waste (for animal feed and food animal produced for human consumption). The EPA estimates that $3.6 \text{ Tg CO}_2\text{-eq yr}^{-1}$ are produced from processing of both meat and poultry from CH_4 emissions associated with industrial waste water (typically anaerobic lagoons) (EPA, 2009). When incorporating these numbers into the United States, the EPA estimates total GHG of the United States agricultural sector to increase from 413 to $417 \text{ Tg CO}_2\text{-eq yr}^{-1}$.

The authors were unable to find a specific national or global data on food waste directly related to livestock. However, a study by the USDA Economic Research Service estimated that 2.45 billion kg of edible food at the

retail level and 41.36 billion kg at the consumer and foodservice are lost annually accounting for 26% of the total edible food supply (Kantor *et al.*, 1997). This does not include preharvest, on-the-farm, and farm-to-retail losses. Nearly half of the retail losses came from perishable items such as fluid milk and other dairy products and fresh fruits and vegetables (Heller and Keoleian, 2000). No estimates are given on "wasted" GHGs produced during production of food that was never consumed. In addition, no data was found on waste streams for food products with a livestock component.

13. CONCLUSIONS

With global meat production projected to more than double the current rate by 2050 (Smith *et al.*, 2007b) and the majority of this livestock production growth occurring in the developing world (Wood *et al.*, 2006), assessment of the holistic impacts of food animals in the context of global and regional environmental policy and food security becomes imperative. Much of the growth in the global livestock sector will occur in areas that are currently forested (i.e., parts of South America and South East Asia). It has been well established that significant reductions of carbon sequestering forests will have large effects on global climate change.

LLS (FAO *et al.*, 2006) has been most instrumental in pointing the public attention to the kinds of environmental consequences in which livestock production can potentially result, with special emphasis on climate change. Unfortunately, some of the report's key conclusions (i.e., livestock produces more GHG than transportation) have been applied regionally and out of their intended context, leading to significant consequences on major public policy affairs. For example, the statement that 18% of anthropogenic global GHGs is caused by livestock production and that livestock produces more GHG than transportation (FAO, 2007) is based on inappropriate or inaccurate scaling of predictions, and thus is open to intensive debate throughout the scientific community.

Livestock production in most countries of the developed world (e.g., United States and Europe) has a relatively small GHG contribution within the overall carbon portfolios, dwarfed by large transportation, energy, and other industry sectors. In contrast, livestock production in the developing world can be a dominant contributor to a country's GHG portfolio, due to the developing world's significantly smaller transportation and energy sectors. In the United States, transportation accounts for at least 26% of total anthropogenic GHG emissions compared to roughly 5.8% for all of agriculture, which includes less than 3% associated with livestock production. However, in countries like Paraguay, the trend is likely reversed because of

Paraguay's much smaller transportation and energy sectors, and a relatively large livestock sector, which might contribute to more than 50% of that country's carbon footprint.

The fact that land-use changes associated with livestock (i.e., forested land converted to pasture or cropland used for feed production) are a significant source of anthropogenic GHGs in Latin America and other parts of the developing world is apparent. However, it is likely that any kind of land-use change from the original forestland will lead to great increases in global warming. LLS (FAO *et al.*, 2006) attributes almost half of the climate-change impact associated with livestock to the change of land-use patterns. Latin America has the greatest pool of "unused but suitable" land that is currently covered by forests but could be turned into agricultural crop or livestock production (Bruinsma, 2003). In 2000, Latin America had 203 million hectares arable land in use and 863 million hectares of unused land suitable for cropland (19% in use) (Bruinsma, 2003). Over the same time span, developed countries had 387 million hectares arable land in use and 487 million hectares of unused land suitable for cropland and livestock (44% in use) (Bruinsma, 2003). Transformation of land from forest to agriculture has occurred in the developed countries centuries ago to make way for industrialization and general societal wealth. Not surprisingly, numerous developing countries are currently attempting to develop their economies by turning economically marginal land into production.

The United States and most other developed countries have not experienced significant land-use change practices around livestock production within the last few decades. Instead, over the last 25 years forestland has increased by approximately 25% in the United States and livestock production has been intensified (concentrated geographically), thus reducing its geographical footprint. Modern livestock production has experienced a marked improvement of efficiencies, leading to significantly decreased numbers of animals to produce a given amount product that satisfies the nutritional demands by society (Capper *et al.*, 2009). According to LLS, intensification of livestock production provides large opportunities for climate change mitigation and can reduce greenhouse gas emissions from deforestation, thus becoming a long-term solution to a more sustainable livestock production.

When comparing GHG portfolio sectors such as livestock versus transportation, comparable assessment tools should be used. For example, the transportation figures used in LLS are "direct emissions" associated mainly with combustion during transportation and do not include indirect emissions associated with the transportation or oil industries (i.e., manufacturing of vehicles, resource extraction, etc.). On the other hand, the report assesses livestock holistically from a direct and indirect perspective. A comparison between livestock production versus transportation, with one (livestock) assessment based on a complex LCA and the other (transportation) without LCA, is generally questionable.

Comparing LLS (FAO *et al.*, 2006) with several regional reports (CEC, 2005; EPA *et al.*, 2006) shows large agreement with respect to emission predictions from most livestock related categories. There is general consensus that as a direct GHG category, enteric fermentation in ruminants and manure management are the most important categories within livestock production. Categories like on-farm fuel use or feed production are dwarfed by emissions coming from the animals and their manure.

Many investigators use the international standard (ISO 14040) for LCAs that are often rigid, impractical, and not sufficiently transparent. One means of improvement would be the use of a "numerical suffix system" indicating the "degrees of separation" between the product (e.g., animal protein) and the indirect emissions source input (i.e., the greater suffix number, the more complete the LCA). Furthermore, all current and future assessments of GHG impacts should include mass-balance accounting of energy per GHG unit basis to assess the true environmental impact of direct and indirect emissions. Examples include GHGs associated with displaced fertilizer production through use of animal manure. LLS does not currently account for fertilizer that is not produced because animal manure is present.

LLS (FAO *et al.*, 2006) does not account for "default" emissions. Specifically, if domesticated livestock were reduced or even eliminated, the question of what "substitute" GHGs would be produced in their place has never been estimated. While never explicitly stated in any publication, the idea that if livestock were simply eliminated, 18% of anthropogenic GHGs would also be eliminated as well, is unrealistic. In fact, many of the resources previously dedicated to domesticated livestock would be utilized by other human activities, many of which produce much greater climate change impacts. It is also important to realize that livestock provides not only meat, dairy products and eggs, but also wool, hides, and many other value-added goods and services. Livestock are often closely integrated into mixed and some landless (e.g., landless dairy) farming systems as consumers of crop by-products and sources of organic fertilizer, while larger animals also provide power for plowing and transport. Therefore, to estimate accurately the "footprint" of all livestock, "default" emissions for nonlivestock substitutes need to be estimated and compared to livestock emissions (e.g., manure versus fertilizer, leather versus vinyl, wool versus microfiber, etc.). The net GHG differences between livestock and other land-use forms can then be used to estimate a more accurate GHG "footprint" of livestock's impact.

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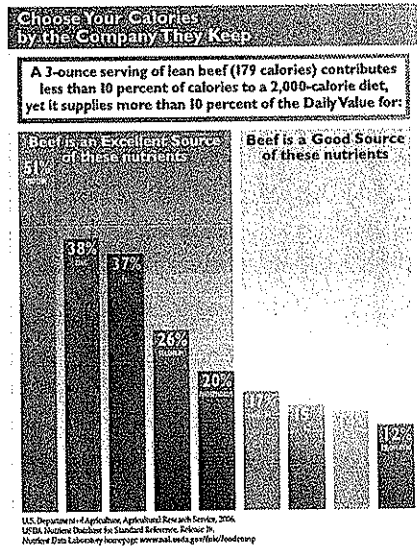
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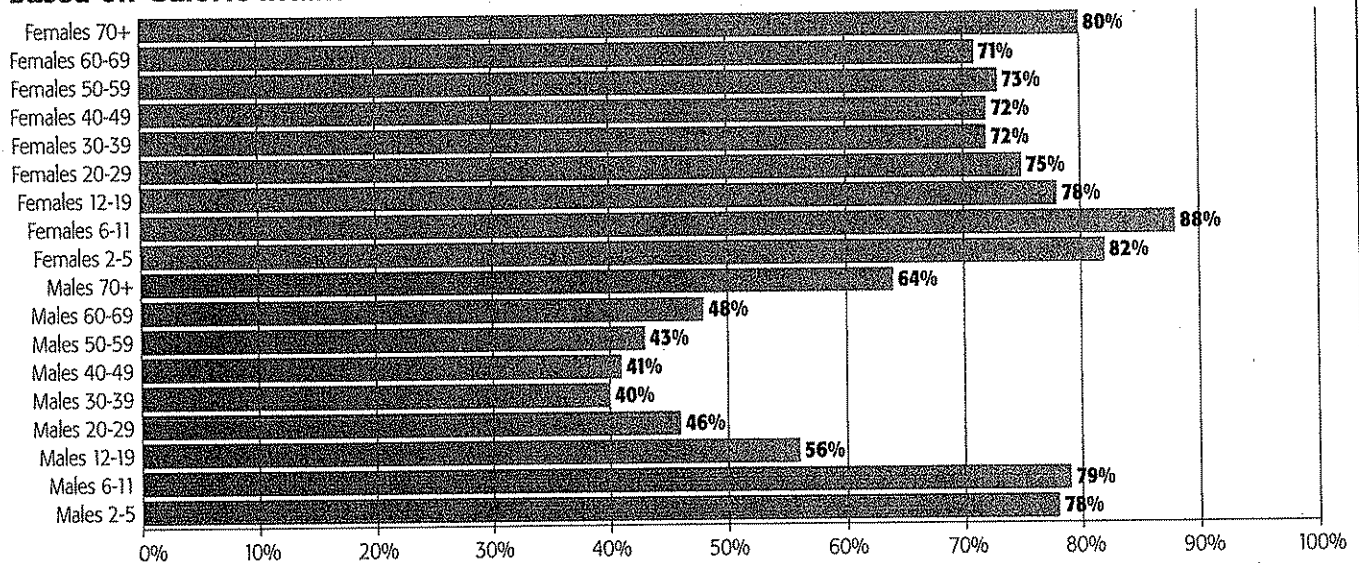
Don't Miss Out on the Benefits of Naturally Nutrient-Rich Lean Beef

Americans are increasingly overfed yet undernourished, so it's essential that we get the most nutritional value from the foods and beverages we enjoy. In fact, the **2005 Dietary Guidelines for Americans** and U.S. Department of Agriculture's (USDA) **MyPyramid** encourage people to "get more nutrition from their calories" by choosing nutrient-rich foods first, within and among all food groups, including colorful fruits and vegetables, whole grains, low- and nonfat dairy, and lean meats.

The Meat & Beans group includes many nutrient-rich foods that provide essential vitamins, minerals and protein needed throughout the lifecycle; however, a common myth is that people are eating too much from the Meat & Beans group. In fact, many Americans are not meeting the recommended servings from the Meat group each day, based on caloric intake, placing them at risk for nutritional deficiencies. In particular, more than 70 percent of females age 20 and older and more than 80 percent of girls ages 2-11 are not eating the recommended servings from the Meat group each day. In addition, nearly 80 percent of boys ages 2-11 are not eating the recommended servings from the Meat group each day.



Percentage of Individuals NOT Consuming Recommended Servings from the Meat Group based on Caloric Intake*



*Children 2-3 or 4-6 years of age met the recommendation if they ate at least 3.3 ounces or 5 ounces of cooked lean meat equivalents per day respectively. Individuals over 6 years of age, consuming less than 2,200 calories met the recommendation if they ate at least 5 ounces of cooked lean meat equivalents a day; those consuming 2,200 to 2,800 calories met the recommendation if they ate at least 6 ounces of cooked lean meat equivalents a day; and those consuming 2,800 calories or more met the recommendation if they ate at least 7 ounces of cooked lean meat equivalents a day.

Source: Pyramid Servings Intakes by U.S. Children and Adults 1994-96, 1998, Community Nutrition Research Group, Beltsville Human Nutrition Research Center, Agricultural Research Service, October 2000.

In addition, many people are not meeting needs for many nutrients supplied by the Meat & Beans Group:

- 38% are not meeting the RDA for **zinc**
- 32% are not meeting the RDA for **iron** and **vitamin B₆**
- Nearly 20% are not meeting the RDA for **vitamin B₁₂**, **protein**, **niacin** and **riboflavin**

Based on the RDA, Continuing Survey of Food Intake by Individuals (CSFII) 1994-1996, 1998

Beef's Key Nutrient Benefits

Lean beef is a naturally nutrient-rich source of several essential vitamins and minerals we need to live well and prevent chronic disease. A three-ounce serving of lean beef is an excellent source of protein, zinc, vitamin B₁₂, selenium and phosphorus; and a good source of niacin, vitamin B₆, iron and riboflavin.

Protein

A three-ounce serving of lean beef is an excellent source of protein, supplying more than half the protein most people need each day. In addition, the protein in beef is a complete, high-quality protein, which means it supplies all of the essential amino acids, or building blocks of protein, the body needs to build, maintain and repair body tissue. Muscles also form hormones and enzymes, and increase resistance to infection and disease. A growing body of scientific evidence suggests that eating more protein can benefit weight loss, muscle mass maintenance, cholesterol and triglyceride levels, and satiety.

Iron

According to the Centers for Disease Control and Prevention (CDC), iron deficiency is a common nutritional deficiency worldwide among young children and women of child-bearing age, including those who are pregnant. In fact, four million U.S. children are iron-deficient, and childhood iron-deficiency anemia is associated with behavioral and cognitive delays. Beef is a good source of iron, and unlike plant proteins, beef is the food supply's most readily available and easily absorbed source of iron. Iron not only helps red blood cells carry oxygen to body tissue, it also plays an important role in cognitive health, including memory, ability to learn and reasoning.

Zinc

One three-ounce serving of beef is an excellent source of zinc, which is an essential nutrient that fuels thousands of bodily processes, including building muscles and healing wounds, maintaining the immune system, and contributing to cognitive health.

B vitamins

Beef contains a significant amount of several B vitamins including vitamins B₁₂ and B₆, niacin and riboflavin.

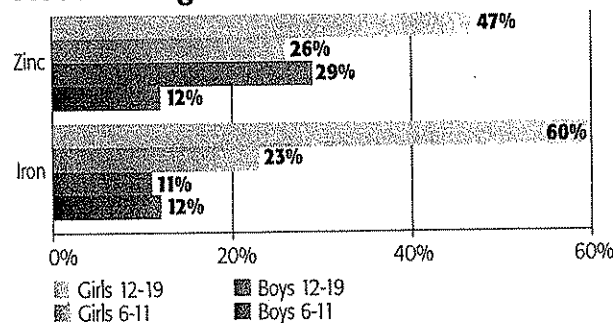
One three-ounce serving of beef is an excellent source of vitamin B₁₂, which is needed for normal functioning of body cells and of the nervous system; and one three-ounce serving of lean beef is a good source of vitamin B₆, which is important for a healthy nervous system and helps the body fight infection. In addition, both vitamins B₁₂ and B₆ play important roles in lowering blood levels of homocysteine, an amino acid that increases risk for heart disease and dementia.

A three-ounce serving of beef is a good source of niacin, which promotes healthy skin and nerves, aids digestion, and fosters normal appetite; and one three-ounce serving of beef is also a good source of riboflavin, which helps the body use energy and promotes healthy skin and good vision.

Beef Nutrients Aid Healthy Growth & Development

The nutrients in beef are essential for healthy growth and development. For example, children who don't eat enough lean beef may be missing out on key nutrients like iron and zinc.

Percentage of Boys and Girls Not Meeting Iron and Zinc Needs



Beef Helps You Meet Nutrient Needs

A 2005 analysis indicated that eating beef helps people achieve daily nutrient requirements:

- **Protein:** Beef eaters were 11% more likely to meet nutrient requirements for protein than non-beef eaters.
- **Vitamin B₁₂:** Beef eaters were 24% more likely to meet nutrient requirements for vitamin B₁₂ than non-beef eaters.
- **Iron:** Beef eaters were 13% more likely to meet nutrient requirements for iron than non-beef eaters.
- **Zinc:** Beef eaters were 26% more likely to meet nutrient requirements for zinc than non-beef eaters.



Proteins Are Not Created Equal

The Power of Protein

Delicious. Satisfying. Keeps me strong.

These words are often used to describe the protein-rich foods we love and that help fuel our active lifestyles. But not all protein sources are created equal. Animal proteins, such as lean meats, eggs and lowfat dairy products are complete high-quality proteins that contain all the essential amino acids, or building blocks, the body needs to stay healthy. It's those types of foods that provide the body with the right mix of nutrition to build and maintain muscle mass that plays a key role in giving you the strength to live well.

Complete vs. Incomplete Proteins

Not all foods contain the same type of protein. Lean meats, eggs and dairy products are considered complete high-quality sources of protein that provide the full package of essential amino acids needed to stimulate muscle growth and improve weight management. Plant proteins such as grains, legumes, nuts and seeds are incomplete proteins in that they do not provide sufficient amounts of essential amino acids. In fact, research indicates that increasing consumption of high-quality complete proteins may optimize muscle strength and metabolism, and ultimately improve overall health!

Heme vs. Nonheme Iron

Lean meats contain heme iron, which is much more easily absorbed by the body than nonheme iron found in plant foods. Heme iron is an important dietary component for promoting cognitive health, including memory, ability to learn and reasoning. Heme iron is particularly beneficial for growing children because research indicates that some toddlers are at higher risk for iron deficiency, and childhood iron-deficiency anemia is associated with behavioral and cognitive delays.² Through an effect known as the "meat factor," beef helps the body absorb nonheme iron. Unlike plant proteins, beef is the food supply's most easily absorbed source of iron. In addition, beef is an excellent source of readily available zinc. The absorption of zinc from beef is about four times greater than that from a high-fiber breakfast cereal. As with iron, including meat in your diet also improves the absorption of zinc from other foods.

Weight Management

Research has shown that moderately increasing protein intake can be an effective and practical way to manage weight, and animal protein was shown to have a greater positive effect on weight loss than plant protein. Protein is more thermogenic than other nutrients, meaning that it takes more calories for your body to metabolize protein. In addition, protein generally increases satiety more than carbohydrate or fat and, in some individuals, helps maintain lean muscle mass.³

Choosing lean meat as a source of high-quality protein can also be a calorie-saver. For example, a 3-ounce serving of lean beef provides the same amount of protein (25 grams) as 1½ cups of beans, but in less than half the calories (about 180 vs. 374 calories in beans).

Delicious and Nutritious

Including high-quality animal proteins in the diet makes it easier to meet recommendations from other food groups and get all the essential nutrients you need for a healthy lifestyle. Pairing nutrient-rich produce and whole grains with a favorite naturally nutrient-rich lean beef meal helps you meet *Dietary Guidelines* and *MyPyramid* recommendations while meeting your high-quality protein needs.

These tasty, nutrient-rich meal ideas can help you *MEAT* your high-quality protein needs:

- Enjoy a salad topped with lean beef, yellow squash, tomatoes, cooked brown rice, garbanzo beans and a fresh lemon garlic dressing.
- Satisfy mid-afternoon snack attacks with ham-wrapped asparagus spears.
- Grill or broil kabobs of lean beef cubes, cherry tomatoes, onion wedges, pepper chunks and pineapple cubes.

Choosing a variety of nutrient-rich foods is important because different foods bring different nutrients to the table. For instance, fruits, vegetables and legumes provide fiber and vitamins A and C while lean beef, pork, eggs, fish, poultry and lowfat dairy products provide iron, zinc, vitamin B₁₂ and high-quality protein.

¹ Wolfe, R. The underappreciated role of muscle in health and disease. *American Journal of Clinical Nutrition* 2006; 84:475-82.

² Brotanek JM, Gosz J, Weitzman M, Flores G. Iron deficiency in early childhood in the United States: risk factors and racial/ethnic disparities. *Pediatrics* 2007; 120(3):568-75.

³ Paddon-Jones D, Westman E, Mattes R, Wolfe R, Astrup A, Westerterp-Plantega M. Protein, weight management, and satiety. *American Journal of Clinical Nutrition* 2008; 87(suppl): 1558S-61S.



**DISCOVER
THE POWER OF
PROTEIN
IN THE LAND OF
LEAN BEEF**



Discover the Power of Protein in the Land of Lean Beef

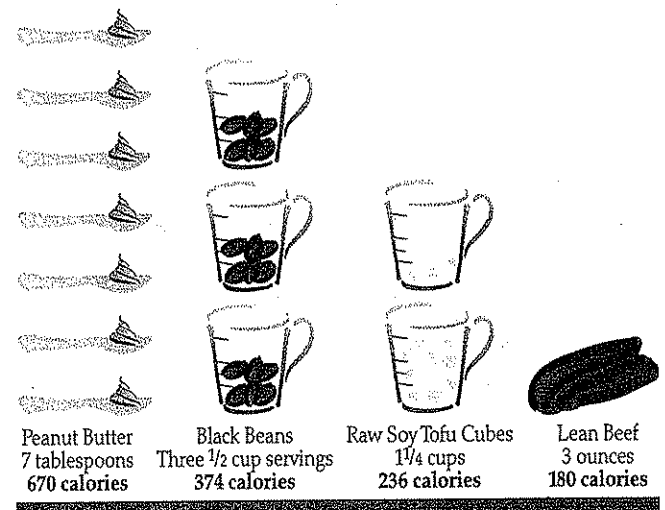
Lean beef is an excellent source of high-quality protein in a low calorie, nutrient-rich package — a 3-ounce serving of lean beef has less than 180 calories yet is a good or excellent source of 10 essential nutrients. Calorie-for-calorie, beef is one of the most naturally nutrient-rich foods. According to research published in the *Journal of the American Dietetic Association*, beef is the number one source of protein, zinc, and vitamin B₁₂; the number two source of selenium; the number three source of iron, vitamin B₆, phosphorus, niacin and potassium; and the number four source of riboflavin.⁴

Red meat's fat profile is often misunderstood and a common misperception is that animal proteins provide only saturated fat. Surprisingly, half the fat in beef is monounsaturated, the same type of heart-healthy fat found in salmon and olive oil. In addition, one-third of the saturated fat in beef is stearic acid, which studies have shown has a neutral or cholesterol-lowering effect. Did you know that there are 29 beef cuts that meet government guidelines for "lean"? With 25 grams of protein and less than 180 calories per 3-ounce serving, lean beef is a powerful addition to the diet.

The Caloric Cost of Plant Protein

- A 3-ounce serving of lean beef offers the most protein with the fewest calories when compared to plant proteins such as peanut butter, black beans and tofu.
- A 3-ounce serving of lean beef is about 180 calories. You would have to eat 670 calories of peanut butter (more than 7 tablespoons) to get the same amount of protein.
- A person would need to consume two to three times the calories provided in a 3-ounce serving of beef to get an equivalent amount of protein from a veggie burger.

Calorie Comparisons for 25 grams of Protein

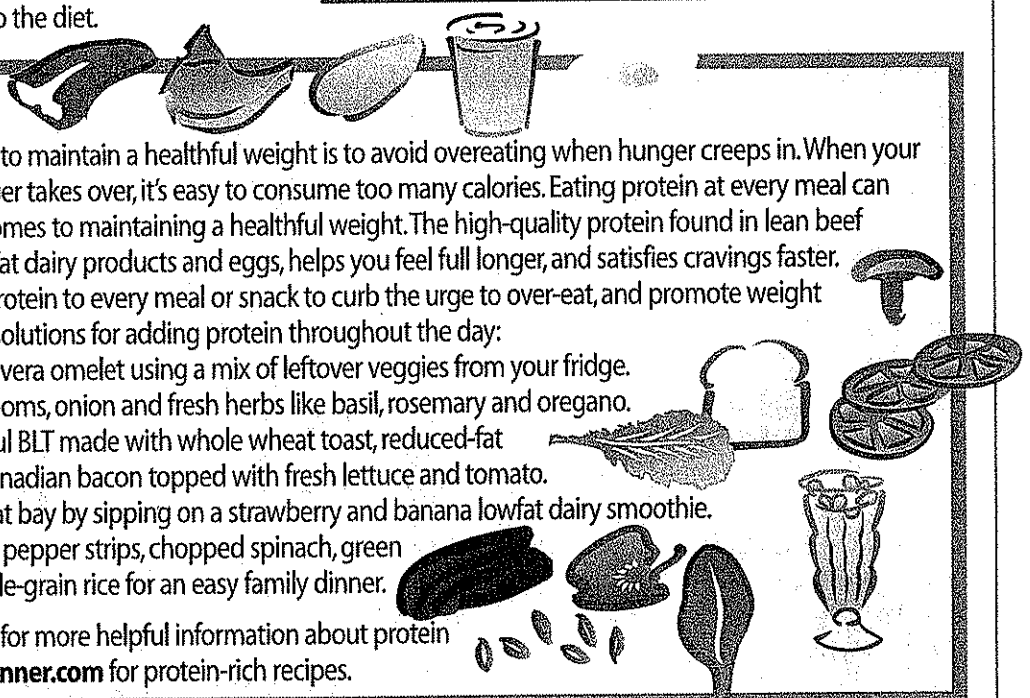


Tips to Feel Full

One of the biggest challenges to maintain a healthful weight is to avoid overeating when hunger creeps in. When your stomach is growling and hunger takes over, it's easy to consume too many calories. Eating protein at every meal can be your biggest ally when it comes to maintaining a healthful weight. The high-quality protein found in lean beef and pork, skinless poultry, lowfat dairy products and eggs, helps you feel full longer, and satisfies cravings faster. Add foods with high-quality protein to every meal or snack to curb the urge to over-eat, and promote weight management. Try these meal solutions for adding protein throughout the day:

- Rise and shine with a primavera omelet using a mix of leftover veggies from your fridge. Think fresh tomato, mushrooms, onion and fresh herbs like basil, rosemary and oregano.
- At lunch, nosh on a healthful BLT made with whole wheat toast, reduced-fat mayonnaise spread, and Canadian bacon topped with fresh lettuce and tomato.
- Keep afternoon munchies at bay by sipping on a strawberry and banana lowfat dairy smoothie.
- Stir fry sirloin strips, red bell pepper strips, chopped spinach, green onions and serve over whole-grain rice for an easy family dinner.

Visit www.BeefNutrition.org for more helpful information about protein and www.BeefItsWhatsforDinner.com for protein-rich recipes.



⁴ Cotton PA, Subar AF, Friday JE, Cook A. Dietary sources of nutrients among US adults 1994-1996. *Journal of the American Dietetic Association* 2004; 104:921-30.





rersf <rersf@comcast.net>
05/04/2010 05:41 PM

To board.of.supervisors@sfgov.org
cc
bcc
Subject "NO" to renaming any San Francisco streeet for Willie Brown

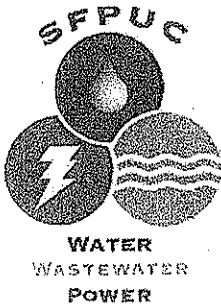
5/4/10

Please add me to the list of those San Francisco citizens who do not think any street should be named for Willie Brown.

Richard Rhodes
3909 17th ST, #9
San Francisco, CA 94114

10

BOS-11
C.R.



SAN FRANCISCO PUBLIC UTILITIES COMMISSION
POWER ENTERPRISE
1155 Market St., 4th Floor, San Francisco, CA 94103 • Tel. (415) 554-0725 • Fax (415) 554-3280 • TTY (415) 554.3488



GAVIN NEWSOM
MAYOR

F.X. CROWLEY
PRESIDENT

FRANCESCA VIETOR
VICE PRESIDENT

ANN MOLLER CAEN
COMMISSIONER

JULIET ELLIS
COMMISSIONER

ANSON B. MORAN
COMMISSIONER

ED HARRINGTON
GENERAL MANAGER

May 3, 2010

Honorable Members, Board of Supervisors
City and County of San Francisco
#1 Dr. Carlton B. Goodlett Place
City Hall Room 244
San Francisco, CA 94102

RECEIVED
BOARD OF SUPERVISORS
SAN FRANCISCO
2010 MAY -3 PM 1:39
BY ALK

Dear Honorable Members:

In accordance with Ordinance 81-09 Solar Energy Agreements with Recurrent Energy, the Public Utilities Commission (PUC) is reporting on the administration of the Power Purchase Agreement (PPA) and Ground Lease. Section 1 (c) (2) requires a report on the following information:

- i. Progress of construction of the solar facility. *Construction of the solar facility began in March 2010. Substantial completion is expected September 2010 with final completion in December 2010.*
- ii. The amount of energy produced by the facility. *0 kWh. No energy has been generated as it is under construction.*
- iii. Funds expended under the lease and PPA. *\$0. No Power has been purchased as it is under construction.*
- iv. Material Disputes under the lease and / or PPA. *No material disputes.*
- v. Other matter deemed relevant by the PUC. *Recurrent Energy stated the Expected Commercial Operation Date would be June 1, 2010. There were delays during the design phase; Recurrent now expects the Commercial Operation Date to be in September 2010.*

First Source Hiring Agreement

Section 3 (d) of the Ordinance requires the PUC to include a summary of compliance with the First Source Hiring Agreement in the PUC budget submission. This summary should include a statement to whether any notice of default has been issued and whether any liquidated damages payment is due under section 83.12 of the SF Administrative Code.

The PUC is working with the Office of Economic & Workforce Development (OEWD) and the Contractor to ensure compliance with the First Source Hiring agreement Memorandum of Understanding. At the present time, a notice of default has not been issued and there is no liquidated damage payment due. Construction

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started in March 2010 and is expected to continue through August 2010. To date, seven (7) CityBuild referrals have been hired by the contractor and 51.71% of the total hours worked on the project have been completed by San Francisco residents.

The contractor has shared a hiring plan with the PUC and OEWD that states an additional thirteen (13) CityBuild referrals will be hired in May and June 2010 to work on the equipment pad and gravel. The PUC will continue to work with OEWD and the Contractor to ensure compliance with the First Source Hiring Agreement MOU.

Sincerely,

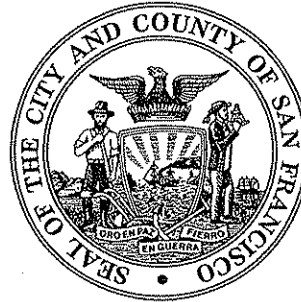
A handwritten signature in black ink, appearing to read 'Barbara Hale', with a long horizontal flourish extending to the right.

Barbara Hale
Assistant General Manager, Power

cc: Angela Calvillo, Clerk of the Board

City and County of San Francisco

OFFICE OF THE SHERIFF



5/18
Michael Hennessey
SHERIFF

(415) 554-7225

May 6, 2010

To: Angela Calvillo, Clerk of the Board of Supervisors

From: Maureen Gannon, Chief Financial Officer *MG*

Re: Waiver Request – Crown Industrial Supply.

Pursuant to the San Francisco Administrative code Chapters 12B & 14B attached is a copy the Waiver Request Form (HRC Form 201) sent to the Human Right Commission on May 6, 2010.

The Sheriff's Department is requesting a waiver from Administrative Code Chapters 12B and 12C requirement for Crown Industrial Supply.

This is a requisition for maintenance and repair of the garment storage conveyor at the San Francisco County Jail. The garment conveyor was custom made and installed for this jail by Crown Industrial in 1992. The unit is an overhead, two stories, serpentine's system with large turntables at every turn. The two main turntables are wearing out and Crown Industrial is the only qualified entity in the region to work on this critical piece of equipment.

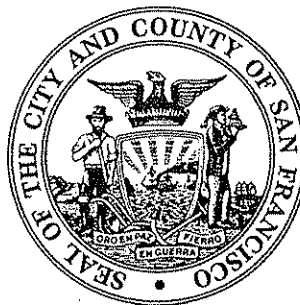
If you have any questions about this request, please contact me at (415) 554-4316. Thanks you for your consideration of this matter.

RECEIVED
BOARD OF SUPERVISORS
SAN FRANCISCO
2010 MAY 10 AM 9:54
BY *lc*

12

City and County of San Francisco

OFFICE OF THE SHERIFF



Michael Hennessey
SHERIFF

(415) 554-7225

May 6, 2010

To: Theresa Sparks, Human Right Commission

From: Maureen Gannon, Chief Financial Officer *mg*

Re: Waiver Request – Crown Industrial Supply

The Sheriff's Department is requesting waiver from Administrative Code Chapters 14B requirement for Crown Industrial Supply.

This is a requisition for maintenance and repair of the garment storage conveyor at the San Francisco County Jail. The garment conveyor was custom made and installed for this jail by Crown Industrial in 1992. The unit is an overhead, two stories, serpentine's system with large turntables at every turn. The two main turntables are wearing out and Crown Industrial is the only qualified entity in the region to work on this critical piece of equipment.

If you have any questions about this request, please contact me at (415) 554-4316. Thanks you for your consideration of this matter.



CITY AND COUNTY OF SAN FRANCISCO
HUMAN RIGHTS COMMISSION

S.F. ADMINISTRATIVE CODE CHAPTERS 12B and 14B
WAIVER REQUEST FORM
(HRC Form 201)

FOR HRC USE ONLY
Request Number: _____

Section 1. Department Information

Department Head Signature: Maureen Gannon

Name of Department: Sheriff

Department Address: 1 Dr Carton B. Goodlett Place, Rm#456, San Francisco, CA

Contact Person: Maureen Gannon, CFO

Phone Number: 554-4316

Fax Number: 554-7050

Section 2. Contractor Information

Contractor Name: Crown Industrial Supply Contact Person: _____

Contractor Address: 213 Michele Ct, S. San Francisco, CA 94080

Vendor Number (if known): 05876 Contact Phone No.: _____

Section 3. Transaction Information

Date Waiver Request Submitted: 05/04/2010 Type of Contract: _____

Contract Start Date: 5/10 End Date: 12/31/2010 Dollar Amount of Contract: \$20,148

Section 4. Administrative Code Chapter to be Waived (please check all that apply)

- Chapter 12B
- Chapter 14B *Note:* Employment and LBE subcontracting requirements may still be in force even when a 14B waiver (type A or B) is granted.

Section 5. Waiver Type (Letter of Justification *must* be attached, see Check List on back of page.)

- A. Sole Source
- B. Emergency (pursuant to Administrative Code §6.60 or 21.15)
- C. Public Entity
- D. No Potential Contractors Comply – Copy of waiver request sent to Board of Supervisors on: _____
- E. Government Bulk Purchasing Arrangement – Copy of waiver request sent to Board of Supervisors on: _____
- F. Sham/Shell Entity – Copy of waiver request sent to Board of Supervisors on: _____
- G. Local Business Enterprise (LBE) (for contracts in excess of \$5 million; see Admin. Code §14B.7.1.3)
- H. Subcontracting Goals

HRC ACTION	
12B Waiver Granted: _____	14B Waiver Granted: _____
12B Waiver Denied: _____	14B Waiver Denied: _____
Reason for Action: _____	
HRC Staff: _____	Date: _____
HRC Staff: _____	Date: _____
HRC Director: _____	Date: _____

DEPARTMENT ACTION – This section must be completed and returned to HRC for waiver types D, E & F.	
Date Waiver Granted: _____	Contract Dollar Amount: _____

RECEIVED
BOARD OF SUPERVISORS
SAN FRANCISCO

2010 MAY 10 PM 3:59

BY Ak

verizonwireless

1120 Sanctuary Pkwy
Suite 150
MC: GASA5REG
Alpharetta, GA 30009
(770) 797-1070

May 4, 2010.

Ms. Anna Hom
Consumer Protection and Safety Division
California Public Utilities Commission
505 Van Ness Avenue
San Francisco, CA 94102
alh@cpuc.ca.gov

Re: Notification Letter for **25th & Geary** GTE Mobilnet of California Limited Partnership (U-3002-C), of San Francisco-Oakland, CA MSA, **Revision details: correction of building height to include appurtenances.**

This is to provide the Commission with notice according to the provisions of General Order No. 159.A of the Public Utilities Commission of the State of California ("CPUC") for the project described in Attachment A.

A copy of this notification letter is also being provided to the appropriate local government agency for its information. Should there be any questions regarding this project, or if you disagree with any of the information contained herein, please contact Veleta Wilson of Verizon Wireless at (770) 797-1076.

Very truly yours,

Veleta Wilson

Veleta Wilson
Verizon Wireless
MTS Network Compliance

Notification Letter
GTE Mobilnet of California Limited Partnership (U-3002-C)
May 4, 2010
Page 2

Attachment A

CPUC CELL SITE REPORT GTE Mobilnet of California Limited Partnership (U-3002-C)

PROJECT LOCATION: 25th & Geary - I/B

SITE NAME: 25th & Geary
SITE ADDRESS: 6221 Geary Blvd
LOCATION: San Francisco, CA 94121
COUNTY: San Francisco
APN: 1518-033
COORDINATES: 37° 46' 47.23"/122° 29' 10.77" (NAD83)

1. PROJECT DESCRIPTION:

GTE Mobilnet of California Limited Partnership (U-3002-C) proposes to collocate on an existing building rooftop with the installation and maintenance of nine (9) panel antennas and associated equipment cabinets.

ANTENNAS: Nine (9) panel antennas
TOWER DESIGN: Rooftop mount
TOWER APPEARANCE: Rooftop mount
TOWER HEIGHT: N/A
BUILDING SIZE: 65.4'
OTHER: Associated equipment cabinets

Notification Letter

GTE Mobilnet of California Limited Partnership (U-3002-C)

May 4, 2010

Page 3

3. BUSINESS ADDRESSES OF ALL LOCAL GOVERNMENT AGENCIES:

Cc: Sarah Dennis Phillips
Planning Manager
City of San Francisco, Planning Division
1650 Mission St., Suite 400
San Francisco, CA 94102

Edwin Lee
City Administrator
City Hall Rm. 262, 1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

Angela Calvillo
Clerk of the Board of Supervisors
City Hall Rm. 244, 1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

Carlos Garcia
Superintendent
Dublin Unified School District
555 Franklin St.
San Francisco, CA 94102

4. LAND USE APPROVALS:

Type: Coordinated Use Permit
Issued: 2/4/10
Effective: 3/8/10
Agency: City of San Francisco Planning Department
Permit No.: 2008, 1332C
Resolution No.: N/A

T-Mobile

RECEIVED
BOARD OF SUPERVISORS
SAN FRANCISCO

2010 MAY 10 PM 4:09

BY AK

T-Mobile West Corporation
a subsidiary of T-Mobile USA Inc.
Engineering Development
1855 Gateway Boulevard, 9th Floor
Concord, California 94520

May 4, 2010

Anna Hom
Consumer Protection and Safety Division
California Public Utilities Commission
505 Van Ness Avenue
San Francisco, CA 94102


RE: T-Mobile West Corporation as successor in interest to Omnipoint Communications, Inc. d/b/a T-Mobile (U-3056-C) Notification Letter for T-Mobile Site No. SF53450A

This letter provides the Commission with notice pursuant to the provisions of General Order No. 159A of the Public Utilities Commission of the State of California (CPUC) that with regard to the project described in Attachment A:

- (a) T-Mobile has obtained all requisite land use approval for the project described in Attachment A.
- (b) No land use approval is required because

A copy of this notification letter is being sent to the local government agency identified below for its information. Should there be any questions regarding this project, or if you disagree with the information contained herein, please contact Joni Norman, Senior Development Manager, for T-Mobile, at (925) 521-5987, or contact Ms. Anna Hom of the CPUC Consumer Protection and Safety Division at (415) 703-2699.

Sincerely,


 Joni Norman
 Sr. Development Manager
 T-Mobile West Corporation
 a subsidiary of T-Mobile USA Inc.

Enclosed: Attachment A

cc: City of San Francisco, Attn: Planning Director, 1 Carlton B. Goodlett Place, San Francisco, CA 94102
 City of San Francisco, Attn: City Manager, 1 Carlton B. Goodlett Place, San Francisco, CA 94102
 City of San Francisco, Attn: City Clerk, 1 Carlton B. Goodlett Place, San Francisco, CA 94102

14

May 4, 2010

Page 2 of 2

ATTACHMENT A

1. Project Location

Site Identification Number: SF53450A

Site Name: Bay Guardian

Site Address: 135 Mississippi St, San Francisco, CA 94107

County: San Francisco

Assessor's Parcel Number: 3987-007

Latitude: 37° 45' 53.14" N

Longitude: 122° 23' 40.33" W

2. Project Description

Number of Antennas to be installed: 4

Tower Design: Rooftop

Tower Appearance: Installation of four (4) panel antennas flush mounted onto the elevator
penthouse of an existing four story structure.

Tower Height: 59 feet

Size of Buildings: 72 sq feet

3. Business Addresses of all Governmental Agencies

City of San Francisco

Attn: Planning Director

1 Carlton B. Goodlett Place

San Francisco, CA 94102

City of San Francisco

Attn: City Manager

1 Carlton B. Goodlett Place

San Francisco, CA 94102

City of San Francisco

Attn: City Clerk

1 Carlton B. Goodlett Place

San Francisco, CA 94102

4. Land Use Approvals

Date Zoning Approval Issued: 03/25/10

Land Use Permit #: Conditional Use Authorization 2009.0559C

If Land use Approval was not required:

COMMISSIONERS
Jim Kellogg, President
Concord
Richard Rogers, Member
Carpinteria
Michael Sutton, Member
Monterey
Daniel W. Richards, Member
Upland
Donald Benninghoven, Member
Santa Barbara

ARNOLD SCHWARZENEGGER



Governor

JOHN CARLSON, JR.
EXECUTIVE DIRECTOR
1416 Ninth Street
Box 944209
Sacramento, CA 94244-2090
(916) 653-4899
(916) 653-5040 Fax
fgc@fgc.ca.gov

STATE OF CALIFORNIA

Fish and Game Commission

April 30, 2010

TO ALL INTERESTED AND AFFECTED PARTIES

This is to provide you with a copy of the notice of proposed regulatory actions relative to "ALDS and Commercial Applications" in the sections identified in Title 14, California Code of Regulations, which will appear in the California Regulatory Notice Register on April 30, 2010. These documents as well as supporting documents will also be made available on the Commission's website at <http://www.fgc.ca.gov/regulations/new/2010/proposedregs10.asp>.

Please note the dates of the public hearing related to this matter and associated deadlines for receipt of written and oral comments, beginning on page 1 of this notice.

Ms. Maria Melchiorre, Department Fish and Game, phone (916) 928-6881, has been designated to respond to questions on the substance of the proposed regulations; and inquiries concerning the regulatory process may be directed to me, at (916) 653-4899.

Sincerely,


Jon D. Snellstrom
Associate Government Program Analyst

Attachment

BY AK

2010 MAY -3 PM 3:50

RECEIVED
BOARD OF SUPERVISORS
SAN FRANCISCO
15

**TITLE 14. Fish and Game Commission
Notice of Proposed Changes in Regulations**

NOTICE IS HEREBY GIVEN that the Fish and Game Commission (Commission), pursuant to the authority vested by sections 713 and 1054, Fish and Game Code and to implement, interpret or make specific sections 713 and 1054 of said Code, proposes to amend Sections 105, 105.1, 106, 107, 110, 112, 116, 119, 120.2, 120.3, 120.6, 120.7, 122, 123, 124, 125, 126, 147, 149, 150, 150.02, 150.3, 150.05, 180.3, 180.15, 700.4, 705, and to add Section 700.3, Title 14, California Code of Regulations, relating to Identification Required for Licenses Issued in ALDS, Telephone Number Required for Sport Anglers, and Commercial Fishing Applications and Fees.

Informative Digest/Policy Statement Overview

The Department will begin implementing an Automated License Data System (ALDS) in August 2010. Existing regulations specify customer information that must be collected at the time a license is purchased. This proposal would require the first time a customer applies for a license or other entitlement in ALDS, to provide an acceptable form of identification to ensure that customers are uniquely identified.

Additionally, under this proposal anglers would be required to provide their telephone number before a sport fishing license could be issued. Collection of a telephone number will allow California to conform with a federal mandate for purposes of establishing a National Saltwater Angler Registry. This will relieve California anglers of paying an additional fee each year to the federal government.

Editorial relocation of Section 705 to 700.3 is proposed to group sections affecting ALDS consecutively in regulation.

This proposal would consolidate the fees and applications for commercial fishing permits specified in regulation into one section. This would streamline the process to adjust the fees as allowed under the Fish and Game Code.

Other administrative changes affecting commercial fishing permits are proposed to comply with the Fish and Game Code; this includes incorporating by reference permits and fees that have been required for specific commercial fisheries, but the permits and fees have not previously been referenced in Title 14. Other updates and minor editorial changes are also proposed to improve the clarity and consistency of the regulations.

NOTICE IS GIVEN that any person interested may present statements, orally or in writing, relevant to this action at a hearing to be held in the La Grande Room, Beach Resort Monterey, 2600 Sand Dunes Dr., Monterey, California, on Thursday, April 8, 2010, at 8:30 a.m., or as soon thereafter as the matter may be heard.

NOTICE IS FURTHER GIVEN that any person interested may present statements, orally or in writing, relevant to this action at a hearing to be held in the Sierra Room, Lake Natoma Inn 702 Gold Lake Drive, Folsom, California, on June 24, 2010, at 8:30 a.m., or as soon thereafter as the matter may be heard. It is requested, but not required, that written comments be submitted on or before June 14, 2010 at the address given below, or by fax at (916) 653-5040, or by e-mail to FGC@fgc.ca.gov. **Written comments mailed, faxed or e-mailed to the Commission office, must be received before 5:00 p.m. on June 14, 2010. All oral comments must be received no later than June 24, 2010 at the hearing in Folsom, California. E-mail comments sent to any e-mail address other than FGC@fgc.ca.gov does**

not guarantee the comments' inclusion in the rulemaking package. If you would like copies of any modifications to this proposal, please include your name and mailing address.

The regulations as proposed in ~~strikeout~~-underline format, as well as an initial statement of reasons, including environmental considerations and all information upon which the proposal is based (rulemaking file), are on file and available for public review from the agency representative, John Carlson, Jr., Executive Director, Fish and Game Commission, 1416 Ninth Street, Box 944209, Sacramento, California 94244-2090, phone (916) 653-4899. Please direct requests for the above mentioned documents and inquiries concerning the regulatory process to John Carlson, Jr., or Jon Snellstrom at the preceding address or phone number. **Ms. Maria Melchiorre, Fish and Game Commission, phone (916) 928-6881, has been designated to respond to questions on the substance of the proposed regulations.** Copies of the Initial Statement of Reasons, including the regulatory language, may be obtained from the address above. Notice of the proposed action shall be posted on the Fish and Game Commission website at <http://www.fgc.ca.gov>.

Availability of Modified Text

If the regulations adopted by the Commission differ from but are sufficiently related to the action proposed, they will be available to the public for at least 15 days prior to the date of adoption. Circumstances beyond the control of the Commission (e.g., timing of Federal regulation adoption, timing of resource data collection, timelines do not allow, etc.) or changes made to be responsive to public recommendation and comments during the regulatory process may preclude full compliance with the 15-day comment period, and the Commission will exercise its powers under Section 202 of the Fish and Game Code. Regulations adopted pursuant to this section are not subject to the time periods for adoption, amendment or repeal of regulations prescribed in Sections 11343.4, 11346.4 and 11346.8 of the Government Code. Any person interested may obtain a copy of said regulations prior to the date of adoption by contacting the agency representative named herein.

If the regulatory proposal is adopted, the final statement of reasons may be obtained from the address above when it has been received from the agency program staff.

Impact of Regulatory Action

The potential for significant statewide adverse economic impacts that might result from the proposed regulatory action has been assessed, and the following initial determinations relative to the required statutory categories have been made:

- (a) Significant Statewide Adverse Economic Impact Directly Affecting Businesses, Including the Ability of California Businesses to Compete with Businesses in Other States:

The proposed action will not have a significant statewide adverse economic impact directly affecting business, including the ability of California businesses to compete with businesses in other states. The proposed action specifies the identification required to purchase a license from the Department and adds the requirement that anglers must provide a telephone number to purchase a sport fishing license. These proposals are economically neutral to business.

- (b) Impact on the Creation or Elimination of Jobs Within the State, the Creation of New

Businesses or the Elimination of Existing Businesses, or the Expansion of Businesses in California:

None.

(c) Cost Impacts on a Representative Private Person or Business:

The agency is not aware of any cost impacts that a representative private person or business would necessarily incur in reasonable compliance with the proposed action.

(d) Costs or Savings to State Agencies or Costs/Savings in Federal Funding to the State:

None.

(e) Nondiscretionary Costs/Savings to Local Agencies:

None.

(f) Programs Mandated on Local Agencies or School Districts:

None.

(g) Costs Imposed on Any Local Agency or School District that is Required to be Reimbursed Under Part 7 (commencing with Section 17500) of Division 4:

None.

(h) Effect on Housing Costs:

None.

Effect on Small Business

It has been determined that the adoption of these regulations may affect small business. The Commission has drafted the regulations in Plain English pursuant to Government Code sections 11342.580 and 11346.2(a)(1).

Consideration of Alternatives

The Commission must determine that no reasonable alternative considered by the Commission, or that has otherwise been identified and brought to the attention of the Commission, would be more effective in carrying out the purpose for which the action is proposed or would be as effective, and less burdensome to affected private persons than the proposed action.

FISH AND GAME COMMISSION

John Carlson, Jr.
Executive Director

Dated: April 27, 2010

¹⁷⁹³
Bonhams
& BUTTERFIELDS

100233

Bonhams & Butterfields
220 San Bruno Avenue
San Francisco
California 94103

(415) 861 7500
(415) 861 8951 fax
www.bonhams.com/us

May 6, 2010

VIA EMAIL
City & County of San Francisco
Board of Supervisors
Public Safety Committee

Re: Support for the Proposed Sit/Lie Ordinance

Dear Members of the Public Safety Committee and Board of Supervisors:

San Francisco's original auction house, Bonhams & Butterfields Auctioneers Corporation, urges you to support the proposed Sit/Lie Ordinance.

Bonhams & Butterfields is a longtime taxpayer and employer of approximately 145 employees locally, many of whom are also citizens of San Francisco. On a daily basis our employees and clients have to deal with issues involving aggressive panhandlers, homeless encampments blocking walkways and dilapidated campers throughout our neighborhood -- including numerous incidents involving vandalism to cars and bikes and threatening behavior.

In addition to our and our neighbors' having to regularly remove homeless trash and encampment debris (including soiled bedding, human and animal feces, needles, condoms and the like) from the sidewalks and surrounding parking areas and take measures to remove dumpster-divers and other vagrants from our premises, our company -- a public auction house that often stays open on weekends and for evening events -- has recently had to spend an additional \$50,000 for reinforced fencing, electronic locks and other improvements to help secure our business and parking area given the unabated homeless problem in the neighborhood.

The activity appears to be escalating, with more encampments and campers filled with multiple people and often sickly-looking animals that alternate streets in the neighborhood for months. Customers cannot walk between businesses in the neighborhood or under the freeway overpass without being visually assaulted or verbally threatened. While we are not insensitive to the issues of homelessness, the current situation is untenable.

In the past when we have reported such problems to the Police and other city agencies, the results have been, at best, very temporary. The current business climate is difficult enough without customers and employees feeling that this neighborhood is unsafe. Please provide the many businesses in the area the support needed to help keep the Design District viable.

Respectfully,

Laura King Pfaff

Laura King Pfaff
VP & Chairman
Bonhams & Butterfields Auctioneers

16



Eric Logsdon
<Eric.Logsdon@bonhams.com>

05/06/2010 05:10 PM

To "Ross Mirkarimi (E-mail)" <Ross.Mirkarimi@sfgov.org>, "Bevan Dufty (E-mail)" <Bevan.Dufty@sfgov.org>, "David Chiu (E-mail)" <David.Chiu@sfgov.org>
cc "Board of Supervisors (E-mail)" <board.of.supervisors@sfgov.org>

bcc

Subject Bonhams & Butterfields Auctioneers Corporation's Support for Proposed Sit/Lie Ordinance

1 attachment



SF.Public.Safety.Ltr.05.06.10.pdf

Dear Members of the Public Safety Committee and Board of Supervisors:

<<SF.Public.Safety.Ltr.05.06.10.pdf>>

Please find attached a pdf version of our letter in support of the proposed Sit/Lie Ordinance.

Should you have any questions regarding the foregoing, please call me directly at (415) 503-3394 or email me at eric.logsdon@bonhams.com.

Sincerely,

Eric Logsdon
Paralegal
Bonhams & Butterfields
Ph: (415) 503-3394
Fax: (415) 861-0227
Email: eric.logsdon@bonhams.com

This e-mail has been scanned by MessageLabs



AEvans604@aol.com
05/07/2010 10:24 AM

To board.of.supervisors@sfgov.org
cc
bcc
Subject An Idea Whose Time Has Come ...

Dear Friends and Neighbors,

The right of the public to civility and safety on San Francisco sidewalks is an idea whose time has come.

For many years now, residents have complained to the supes about the pervasive trampling of this right, and especially so in at-risk and poor neighborhoods.

Packs of migratory addicts and alcoholics flock to San Francisco from across the nation and colonize its public spaces as their turf. They use it as an anchor for a host of abusive and illegal activities that destabilize neighborhoods, often acting with total impunity. So far, the supes have looked the other way.

That's about to change.

At 10:00 a.m., on Monday, May 10, the supes' Public Safety Committee will meet at City Hall to consider a Civil Sidewalks Ordinance submitted by the mayor.

If passed, it will allow police to deal with sidewalk squatters without first having a civilian complaint, as is now required. The ordinance specifies that first-time offenders be given a warning only with no criminal sanctions.

This modest and limited measure has generated a hysterical counter-attack from the operatives of Homelessness Inc. They have compared it to the draconian anti-immigrant laws in Arizona and even Nazism. They intend to pack the supes' chamber with their supporters on Monday.

They will find a pliable audience with the supes, who have never cared much about civility, even among their own members. Look at Chris Daly, the foul-mouthed, bullying supe from suburban Fairfield. He repeatedly

tramples on civility at board meetings with no restraint from his colleagues. Why, then, should they care about civility in the rest of the city?

Despite the supes' poor attitude and record, now is the time for all of us to speak up for our right to civil sidewalks. If the supes fumble with this ordinance (as they fumbled with Care Not Cash some years ago), it will go to the voters. The energy of the events of this Monday will help build momentum for the resolution at the ballot box in November.

Be part of the momentum for reform. Come to the meeting if you can. Or at least send an e-mail in support of the ordinance to the committee's three members:

David.Chiu@sfgov.org

Ross.Mirkarimi@sfgov.org

Bevan.Dufty@sfgov.org

Yours for rationality in government,

Arthur Evans

* * * *

100233



Alex Beltramo
<alexbeltramo@gmail.com>
05/06/2010 09:23 AM

To Ross.Mirkarimi@sfgov.org, Bevan.Dufty@sfgov.org,
David.Chiu@sfgov.org, board.of.supervisors@sfgov.org
cc
bcc

Subject 6 points about Sit/Lie

Dear Members of the Public Safety Committee and all our Board of Supervisors,

I own a home in Potrero Hill, and walk to work in SOMA. Please allow me to make these points in response to the arguments being given in opposition to the Civil Sidewalks (Sit/Lie) ordinance.

1. Sit/Lie will further alienate homeless people.

City ordinances don't alienate people. Behavior and prejudice alienate people. Currently, the anti-social behavior of the worst elements of the homeless population is turning San Franciscans against homeless people in general. A Civil Sidewalks law would help turn the tide.

Smoking laws provide a good example. Laws against smoking in restaurants and airplanes didn't alienate smokers. Instead, once smokers were prohibited from actions that hurt other people, the scorn against smokers subsided. People remained concerned about smoking as a problem, but were less upset at smokers themselves. With a Civil Sidewalks ordinance, San Franciscans will be more likely focus on homelessness as a problem, rather than fearing, hating, or blaming the homeless people themselves.

2. Sit/Lie would criminalize harmless activities such as day-laborers waiting for work, tourists sitting on a suitcase, or girl scouts selling cookies.

No one seriously believes that the police would prevent activities like the above. If we never passed a law because someone could think of cases where it shouldn't be enforced, we wouldn't have any laws at all.

3. Sit/Lie discriminates against poor people.

Oh, please. Sure, someone who sets up an encampment on the sidewalk is likely to be poor. But so is someone who robs a liquor store. That doesn't mean there shouldn't be laws against robbery. [And the people who colonize the sidewalks outside businesses are robbing those merchants - of customers and peace-of-mind.]

To say that this ordinance discriminates against the poor is an insult to poor people everywhere, the vast majority of whom lead lives in a manner that is respectful of other people.

4. Sit/Lie does not show compassion for the less fortunate.

I beg to differ. The behavior on our sidewalks reduces the city's sales revenue (Why navigate scary sidewalks when you can instead shop online? You'll have to ship things across the country, but at least you'll feel safe.). And it also reduces property values (Why pay a lot of for that house when the guy living on the sidewalk in front isn't paying anything?). As a result, the City has less sales and property tax revenue with which to provide social services. It is not compassionate to allow the anti-social behavior of a few to undermine the ability to help the many.

Furthermore, what is so compassionate about enabling someone to spend their day on a sidewalk acting in a disrespectful, self-destructive manner? Wouldn't it be more compassionate to make

this behavior more difficult so that they are more likely to choose a better path?

5. *It criminalizes sitting.*

Some people seem to think that those 3 words alone are reason enough to oppose the law. To them, I pose this question ...

What if the sidewalks fill up and people start sitting on the streets?

Let's say the street sitters don't block traffic - they sit along the divider, so cars can get by. And let's say they don't pose a real threat to the drivers (who have the protection of being in their car, after all). But for some reason, people are uncomfortable driving on streets with people sitting on them. So some people choose not to use those streets, while others decide not to visit or live in San Francisco at all. Businesses start closing, residents start leaving, and tax revenue decreases to the point that the City cannot afford to help those in need.

If that were the case, would you oppose a law prohibiting sitting on city streets because ... *it criminalizes sitting?*

The Civil Sidewalks ordinance is reasonable, it has precedent, and it is clearly needed. Recent research shows that one of the important elements to people's happiness is having faith in and respect for their government. If our legislators decide to oppose the Civil Sidewalks ordinance, then San Francisco, for a multitude of reasons, will be a less happy place.

Sincerely,
Alex Beltramo

Board of
Supervisors/BOS/SFGOV
05/10/2010 04:25 PM

To David Chiu/BOS/SFGOV, Ross Mirkarimi/BOS/SFGOV, Staff
Dufty/BOS/SFGOV, Gail Johnson/BOS/SFGOV,
cc
bcc
Subject File 100233 Sit/Lie Ordinance



"Celeste Barnes-Bremer"
<celeste@candacebarnes.com>
05/06/2010 05:08 PM

To <board.of.supervisors@sfgov.org>
cc
Subject Sit/Lie Ordinance

Members of the Public Safety Committee,

The San Francisco Design Center strongly urges you to support the proposed Sit/Lie ordinance. Homeless encampments, people sleeping on our streets and doorways, and provocative panhandling have been a problem in the Showplace neighborhood for many years. It has always been an issue for the interior designers and their clients who visit our buildings. With business off significantly and our showrooms suffering due to the economic recession we can not afford to alienate any potential business. The rights of hard-working business owners must be respected. Existing laws do not provide the SFPD the necessary tools to deal with this problem, nor do they address the conduct this law targets. We feel this ordinance is a balanced and measured approach to deal with this difficult problem.

Respectfully,

Celeste Barnes-Bremer
Candace Barnes Antiques
151 Vermont Street
Galleries Six and Seven
San Francisco, California 94103
Voice 415.431.1018
Fax 415.431.4696
www.candacebarnes.com

File 100233
Ps clerk,

Board of Supervisors/BOS/SFGOV
05/05/2010 04:23 PM

To BOS Constituent Mail Distribution,
cc Gail Johnson/BOS/SFGOV,
bcc
Subject File 100233; Sit/Lie



John Robert Martin
<jrm@jrminternational.net>
05/05/2010 11:39 AM

To <board.of.supervisors@sfgov.org>
cc
Subject RE; Sit/Lie

To Whom It May Concern,

I am in total support of taking some action regarding small encampments or individuals blocking and lying on the city sidewalks. I live and also have a business selling to designers and decorators at 2015-17th Street SF.

The freeway is one half block away and home to many individuals living beneath. The debris and make do box dwellings are not only an eyesore, health hazards but also impact any foot traffic. Customers are intimidated even though most of the people are harmless and merely looking for a place to reside. We are not insensitive to the difficult times these individuals are faced or their suffering. But, the detrimental effects on businesses in the SF Design Center District have been enormous in an already difficult economic time.

Recently matters seem to have exacerbated with numerous people sleeping under the freeway and residing permanently.

I hope the Board of Supervisors will take some aggressive action to alleviate this problem and have my full support as a business owner in San Francisco.

Sincerely,

John Robert Martin

STUDIO JRM/JRM International
2015-17th Street
San Francisco CA 94103

Tel: 415-864-8118
FAX: 415-864-1221
Website: www.jrminternational.net

16

F: 100233

Board of
Supervisors/BOS/SFGOV
05/05/2010 11:23 AM

To BOS Constituent Mail Distribution,
cc Gail Johnson/BOS/SFGOV,
bcc
Subject File 100223 sit lie ordinance

----- Forwarded by Board of Supervisors/BOS/SFGOV on 05/05/2010 11:26 AM -----



Heather DiPetrillo
<heatherandcompany@sbcgl
oba1.net>
05/05/2010 10:59 AM

To board.of.supervisors@sfgov.org
cc
Subject sit lie ordinance

Please pass the sit lie ordinance and clean up our shopping & design district. San Francisco shoppers shouldn't
have to pay rent, create Jobs, and collect sales tax.

Thank you,
Heather DiPetrillo
Heather & Company
SF

File 100233
PS clerk, cpage

Board of
Supervisors/BOS/SFGOV
05/05/2010 04:35 PM

To BOS Constituent Mail Distribution,
cc
bcc
Subject File 100233



Southall Antiques
<southall-antiques@sbcglobe.net>
05/05/2010 04:11 PM

To board.of.supervisors@sfgov.org
cc
Subject

PLEASE SUPPORT THE SIT/LIE ORDINANCE TO KEEP OUR SIDEWALKS CLEAN, CLEAR & SAFE FOR EVERYONE. Thank you, J. Southall

<html>Southall Antiques & Decorations
550 Fifteenth Street, No. 6
San Francisco, CA 94103
tel: (415) 551-1516 fax: (415) 551-1512

www.southallantiques.com</html>

Board of
Supervisors/BOS/SFGOV
05/04/2010 11:52 AM

To BOS Constituent Mail Distribution,
cc
bcc
Subject File 100451: I support the renovation of Masonic
Center..please consider this request

----- Forwarded by Board of Supervisors/BOS/SFGOV on 05/04/2010 11:55 AM -----



mike toppe
<lodgersf@yahoo.com>
05/03/2010 03:35 PM

To board.of.supervisors@sfgov.org
cc
Subject I support the renovation of Masonic Center..please consider
this request

Thank you~

Mike Toppe
SF Citizen and Arts Fan

Significant social change comes from the bottom-up,
from an aroused opinion that forces our ruling institutions
to do the right thing. -- Senator Paul Wellstone, 1944-2002

①

Board of
Supervisors/BOS/SFGOV
05/04/2010 11:54 AM

To BOS Constituent Mail Distribution,
cc
bcc
Subject File 100451: Masonic Auditorium

File 100451

----- Forwarded by Board of Supervisors/BOS/SFGOV on 05/04/2010 11:57 AM -----



Jeffrey Bihr
<scats@earthlink.net>
05/03/2010 03:38 PM

To "board.of.supervisors@sfgov.org"
<board.of.supervisors@sfgov.org>
cc
Subject Masonic Auditorium

Please keep auditorium alive as a venue for the lively arts, music, concerts,
and the like. Thank you very much.

All my Best,

Jeffrey

File 100451



Veronica Schaible
<vschaible@gmail.com>
05/03/2010 03:39 PM

To board.of.supervisors@sfgov.org
cc
bcc
Subject Masonic Center

To Whom It May Concern,

I hope you will make the decision to renovate the Masonic Center so it can continue to be another great music venue for generations to come. I have not had the pleasure to see a show there, but it's on my list and I've yet to cross it off. Please don't do this for me because of the fact that music will no longer be apart of this facility. Don't disappoint the many music-lovers of San Francisco and visitors across the world by dooming this great place to something other than what it has always been.

Sincerely,

V. C. Schaible

File 10095-1

Board of
Supervisors/BOS/SFGOV
05/04/2010 11:55 AM

To BOS Constituent Mail Distribution,
cc
bcc
Subject I support the Masonic Center

----- Forwarded by Board of Supervisors/BOS/SFGOV on 05/04/2010 11:58 AM -----



Matthew Rogers
<zealot@cyberonic.com>
05/03/2010 03:41 PM

To board.of.supervisors@sfgov.org, david.chiu@sfgov.org
cc
Subject I support the Masonic Center

Dear Board of Supervisors,

Please! Let us not lose this wonderful venue in our fair city.

It is very important for a world class city to have this type of venue that can provide the infrastructure for complicated works of art to be performed.

Thank you,
Matthew Rogers

1014 Alabama Street
SF CA 94110
415.826.4854

File 100451



Mark Pressey
<markpressey@gmail.com>
05/03/2010 04:03 PM

To board.of.supervisors@sfgov.org
cc
bcc
Subject Masonic Center

We support the modernization plans and want the Masonic Center to remain open as a cultural and entertainment venue.

Thanks !

Mark & Beth Pressey

F:100451



Deborah Pruitt
<dpruitt@groupalchemy.net>
05/03/2010 04:00 PM

To board.of.supervisors@sfgov.org
cc
bcc
Subject

Please allow the modernization plans for the Masonic Center to proceed.
It is too important of a public venue to let it close.
In these times of extreme commercialization and dislocation of
selves, we need public spaces where we come together in person more
than ever.

Thank you,
Deborah Pruitt
Emeryville, CA
510-919-7770

F: 100451



Tristi Marshall
<tristimarshall@yahoo.com>
05/03/2010 04:07 PM

To board.of.supervisors@sfgov.org, david.chiu@sfgov.org
cc
bcc
Subject Support the Masonic Center

President Chiu and members of the Board of Supervisors:

Every neighborhood makes room for cultural events and street fairs in order to share the city with the greater community and Nob Hill should not be the exception. Plans to upgrade the Masonic Auditorium current facilities are modest and sensitive to the needs of the neighbors. Also, the availability of public transportation in the area makes it a prime venue.

I believe that with the proposed renovations, the Masonic Auditorium will once again establish San Francisco as a top entertainment venue and I respectfully request you deny the appeal of the conditional use permit.

Thank you.

tristi marshall
tristimarshall@yahoo.com
c. 415.350.6946

Please consider the environment before printing this email.

Fi: 100451



"Jamie McColley"
<Jamie@UpScaleConstruction.com>

05/03/2010 04:09 PM

To <board.of.supervisors@sfgov.org>

cc

bcc

Subject Please keep the Masonic Center Alive

Dear Sirs & Madams,

As a San Francisco resident, I support the renovation of the Masonic Center. It's a fantastic venue to see cultural events and I hope that something can be done to allow the building to continue to create special events for San Franciscan's in the future.

Thank you,

Jamie McColley
1518 Pershin Drive, Apt. H
San Francisco, CA 9129

7:100451

Board of
Supervisors/BOS/SFGOV
05/04/2010 12:02 PM

To BOS Constituent Mail Distribution,
cc
bcc
Subject Masonic Center

----- Forwarded by Board of Supervisors/BOS/SFGOV on 05/04/2010 12:05 PM -----



Susan Andrews
<susan@buddyrhodes.com>
05/03/2010 04:15 PM

To <board.of.supervisors@sfgov.org>
cc
Subject Masonic Center

Dear Supervisors:

I support the Masonic Center. I have been following the case and I think that those proposing the renovation have bent over backwards to please the neighbors. I am an old fogey myself at 62 years of age and yet I just think the neighbors are being selfish NIMBYs.

We all need to be open to public venues in our neighborhoods to some extent. As long as the owners are trying to be respectful of the neighbors, I'm all for them. We need this home for performing arts in San Francisco.

Susan Andrews
Buddy Rhodes Concrete Products, LLC
1500 17th St.
San Francisco, CA 94107
415-431-8070
Click Here to Join our email List!
<http://visitor.constantcontact.com/optin.jsp?m=1101315818135&ea=>

7: 100451



"Rick Martin"
<rmartin70@gmail.com>

05/03/2010 04:35 PM

Please respond to
"Rick Martin"
<rmartin70@gmail.com>

To <board.of.supervisors@sfgov.org>

cc "Rick Martin" <rmartin70@gmail.com>

bcc

Subject Masonic Center

Hello,

I would just like to say that the Masonic Center is a beautiful venue. It would be a shame to let it close.

Rick Martin
1687 Sallie O Dr
Manteca, CA 95336

F:100451



Susan Chavez
<sue.martinezchavez@sbcgl
obal.net>

05/03/2010 05:39 PM

To board.of.supervisors@sfgov.org

cc

bcc

Subject Keep Masonic Center for concerts

Masonic Center was a great venue for a recent concert we attended.

Sue Chavez Publications Coordinator Marketing Dept. UCSC Extension in Silicon Valley 2505 Augustine Dr., Suite 100 Santa Clara, CA 95054
(408) 861-3845 schavez@ucsc-extension.edu

Board of
Supervisors/BOS/SFGOV
05/04/2010 12:17 PM

To BOS Constituent Mail Distribution,
cc
bcc
Subject File100451: masonic center

----- Forwarded by Board of Supervisors/BOS/SFGOV on 05/04/2010 12:20 PM -----



mmmmrobb@comcast.net
05/03/2010 06:04 PM

To board.of.supervisors@sfgov.org
cc
Subject masonic center

To whom it may concern: I live at California and Stockton. I thoroughly support the renovation of the Nob Hill Masonic Center and the presentation of live music and events at the center. It is a beautiful building and needs to be used to its full capabilities. I have enjoyed many concerts there of artists from all over the world including Van Morrison, Caetano Veloso, and Milton Nascimento as well as local favorites such as Etta James. It is an incredible venue and has a wonderful history. Please allow Live Nation to continue to present world class music in my neighborhood.
Sincerely, Mark F Robb
720 Stockton St #4
San Francisco, CA 94108
415/986-2423

Board of
Supervisors/BOS/SFGOV
05/04/2010 12:21 PM

To BOS Constituent Mail Distribution,
cc
bcc
Subject File 100451: Masonic Auditorium

----- Forwarded by Board of Supervisors/BOS/SFGOV on 05/04/2010 12:24 PM -----



Tommy
<tommycb5@yahoo.com>
05/03/2010 06:50 PM

To <board.of.supervisors@sfgov.org>
cc
Subject Masonic Auditorium

SF needs the Masonic. I was just talking with some people from Santa Cruz that came all the way north to see Jeff Beck. They told me they had a great meal at a sushi bar in the neighborhood before the show. Revenue for the City. Please vote YES for the arts and the City.
Sincerely, Tom Babbitt

F:100451



Carol Pitman
<cmpitman2001@yahoo.com
>

05/03/2010 08:53 PM

To board.of.supervisors@sfgov.org
cc
bcc
Subject Masonic auditorium

Dear Board,
Please do not allow the Masonic to close. SF needs this venue for the arts.
Thank you.
Carol Pitman

F:100451



Carol Pitman
<cmpitman2001@yahoo.com
>
05/04/2010 11:33 AM

To board.of.supervisors@sfgov.org
cc
bcc
Subject I support the renovation and use of the Masonic Auditorium
by Live Nation

Board of Supervisors:

Keep the Masonic Auditorium a viable establishment for cultural and entertainment events. San Francisco needs to be competitive with the rest of the Bay Area.

I have written my opinion many times to the "powers that be" and I want my voice heard to the Board of Supervisors.

Not only does this venue keep SF a major competitor for events it brings business to the Nob Hill area (although the neighbors want to keep it for themselves...only) and brings employment to the city.

Keep it open. The idea that "riff raff" will be invading the Nob Hill area and making it an unsafe place to be is not a reasonable excuse.

Renovate the place and bring in needed revenue to the city and get tourists who come to SF to go there for a great concert etc.

Please deny the appeal of the conditional use permit. Thank you.

Carol Pitman

(925) 376-6196 - cmpitman2001@yahoo.com

F: 100451



ANN TONAI
<atxoxo@comcast.net>
05/04/2010 10:33 AM

To board.of.supervisors@sfgov.org
cc
bcc
Subject Masonic Center

I support the renovation of the Masonic Center and look forward to many more years of attending events at the center.

Best regards,
Ann Tonai

ANN TONAI
atxoxo@comcast.net
www.anntonai.com



AEvans604@aol.com
05/07/2010 05:30 PM

To board.of.supervisors@sfgov.org
cc
bcc
Subject Ross Mirkarimi's Big Cop-Out

Dear Friends and Neighbors,

If you get a chance, take a look at Ross Mirkarimi's latest newsletter to his constituents, which mentions the Sit-Lie Law (now known as the Civil Sidewalks Law).

Here's what his newsletter says on the subject:

"Because the justification for this law is to address lax prosecutions or repetitious offenses, many questions are raised as to why current anti-loitering, nuisance laws aren't being enforced, and how prosecutions will be any different."

This is an astonishing statement. Residents have repeatedly informed Mirkarimi about General Orders 5.03 and 6.11 of the Police Commission.

These prohibit police from dispersing sidewalk squatters without a prior civilian complaint. No other California city imposes this restraint on police. Mirkarimi acts as though he has never heard of this restraint.

His newsletter also says:

"Supervisor Mirkarimi continues to believe that community-based policing, including foot beat patrols, must be a part of any effective solution to unacceptable behavior on our streets."

Another astonishing statement. The push for the Civil Sidewalks Law is, in fact, community-based. Also, foot patrols would be far more effective if police had the Civil Sidewalks Law to use as a tool.

We need a supe at City Hall who will champion our neighborhood when it suffers a crisis in public safety. But Ross Mirkarimi acts as though he's asleep at the wheel.

17

What a shameful performance on his part.

Yours for rationality in government,

Arthur Evans

* * * *

F: 100451



Betty Jo
<bjobjobjo@comcast.net>
05/04/2010 08:04 AM

To Larry.Badiner@sfgov.org, Angela.Calvillo@sfgov.org,
board.of.supervisors@sfgov.org

cc

bcc

Subject Fwd: NOB HILL -- Appeals for the Categorical Exemption
and Conditional Use Authorization

FYI -- I forgot to send you a copy of this email. B.J. Hardison

Begin forwarded message:

> From: Betty Jo <bjobjobjo@comcast.net>
> Date: May 3, 2010 8:17:48 PM PDT
> To: Eric.L.Mar@sfgov.org, Chris.Daly@sfgov.org,
> Ross.Mirkarimi@sfgov.org, Michela.Alioto-Pier@sfgov.org,
> David.Chiu@sfgov.org, John.Avalos@sfgov.org, Sophie.Maxwell@sfgov.org,
> Carmen.Chu@sfgov.org, Bevan.Dufty@sfgov.org, Sean.Elsbernd@sfgov.org,
> David.Campos@sfgov.org
> Subject: NOB HILL -- Appeals for the Categorical Exemption and
> Conditional Use Authorization

>
> I live on Nob Hill and I plead with you to grant the Appeals for the
> Categorical Exemption and Conditional Use Authorization for the
> California Masonic Memorial Temple. (Case # 2008.1072EC and Case
> #2008.1072). And I support the comments below:

>
> - The Categorical Exemption sets a dangerous precedent for all
> neighborhoods and residents in San Francisco.
> - The project description is incomplete and it failed to describe all
> the other activities that will take place in the Masonic Temple.
> - The Categorical Exemption should not be used where there is a
> reasonable possibility it will have significant effects on the
> environment. Uses of the Masonic Temple for "OTHER ENTERTAINMENT" and
> convention triggers Significant Impact Thresholds, including:

>
> Land use
> Traffic congestion and gridlock
> Interference with emergency vehicles response time
> Pedestrian/vehicular conflicts
> Loading
> Transit
> Lack of parking
> Noise and air pollution
> Aesthetics
> Too many bars
> - Other entertainment use and operation of the Temple building as a
> convention facility is NOT ALLOWED in the Nob Hill Special Use
> District.

>
>
> And here are a few of my personal comments/points I wish you to review:

>
> - Please keep in mind that Nob Hill is primarily a
> high-density-residential neighborhood, not a convention or big noisy
> huge event neighborhood. Well, it isn't unless you allow this to go
> forward. Think of it, how would you like to have all the impacts of

18

> 3500 people trying to park in your neighborhood every weekend and
> more. How would you like to have them in your neighborhood after the
> performance and after consuming lots of alcohol (8 bars and its
> servers and the "general admission" format that allows more access to
> the bars).

>

> -My experience at the last Planning Commission was very discouraging.
> One hopes that the opinions and comments of residents of a
> neighborhood are carefully considered and have some weight, but after
> many, many people spoke against the project, it became clear we were
> wasting our time, that a decision was already made. And it also
> surprised me and others that the recommendation against the project by
> the Captain of the local police district also carried no weight, but
> instead was brushed off by a comment and an exchange of several of
> the Board members by saying "she's new." And then there was another
> Board member made a comment that neighborhoods change, not speaking
> to the fact that the majority of the residents and many others were at
> the meeting BECAUSE the proposed project will have many significant
> negative impacts and CHANGES on the neighborhood. (This is not change
> you can believe in.) Then there was the young woman speaking in favor
> of Live Nation events who stated that "if we (the residents) didn't
> like noise, etc., we should move out the city."

>

> -Another point, Live Nation proudly assured the Board that their
> guards would be around until the last customer left the building,
> swell, then we the residents are stuck dealing with the part of the
> 3500 who stays on Nob Hill and wreck havoc. Live Nation makes a
> point that since they have been involved with the Masonic Temple there
> has not been problems. Well, yes there have as far as noise, parking,
> air pollution, etc. But after they get permission to remodel for
> "general admission" and they increase in event size and frequency they
> will begin programming edgy, noisy, and large venues that will have
> many, many negative impacts on the neighborhood.

>

> -I take issue with one Live Nation argument for the project: that we
> need to have a venue of this size to compete with Oakland's theatre of
> this size. One of Board members repeated it as if confirming it.
> Live Nation may certainly need or want the venue of this size, but Nob
> Hill does not. The neighborhood is a fragile jewel that is in danger
> of being destroyed. And also, a precedent for all neighborhoods will
> be set.

>

> -Please take care and grant the Appeals for the Categorical Exemption
> and Conditional Use Authorization, for the project's impact is
> citywide.

>

> Thank you for listening,
> Betty Jo Hardison
> 1333 Jones St.

>



Manoj Kapoor
<mkkapoor@yahoo.com>
05/04/2010 09:09 AM

To David.Chiu@sfgov.org
cc angela.calvillo@sfgov.org, larry.badiner@sfgov.org,
board.of.supervisors@sfgov.org,
Michela.Alioto-Pier@sfgov.org, Carmen.Chu@sfgov.org,
bcc

Subject Masonic Temple

7-100451

Dear Mr. Chiu,

As a longtime San Francisco resident, I never thought I would see the day where organizations would bypass typical CUP and EIR processes in place in order to maintain integrity, quality, and safety the City provides to its wonderful citizens and visitors.

As a 13 year resident of Nob Hill, I am starting to doubt our elected representatives for the first time and am concerned about the compromise in the high quality living conditions we have always come to enjoy.

If proper EIR studies indicate an entertainment venue with thousands of nightly patrons can sustain itself in a neighborhood suited for non retail, then I will be supportive of the project sponsor. I respectfully ask for the Board of Supervisors to reconsider providing a CUP in an area that will change the neighborhood forever.

Manoj

F:100451



Barbara Wilson
<bepw@comcast.net>
05/03/2010 05:05 PM

To Eric.L.Mar@sfgov.org, Michela.Alioto-Pier@sfgov.org,
David.Chiu@sfgov.org, Carmen.Chu@sfgov.org,
Ross.Mirkarimi@sfgov.org, Chris.Daly@sfgov.org,
cc angela.calvillo@sfgov.org, larry.badiner@sfgov.org,
board.of.supervisors@sfgov.org

bcc

Subject Masonic Temple

Dear Board of Supervisors,
I live one block from the Masonic Temple on California Street and am VERY concerned about Live Nation's intentions of using the venue for concerts which have the potential for being rowdy and causing traffic congestion. I moved to this Nob Hill location to be part of a quiet and considerate neighborhood free from the disruptive elements experienced in some other city locations.

I URGE YOU TO PLEASE GRANT THE APPEALS FOR THE CATEGORICAL EXEMPTION AND CONDITIONAL USE AUTHORIZATION FOR THE CALIFORNIA MASONIC MEMORIAL TEMPLE. (Case #2008.1072EC and Case #2008.1072)

Not only do a significant number of long time residents of Nob Hill oppose the Conditional Use Authorization, but the San Francisco Police Department has produced a study and statement indicating their opposition.

Regards,
Barbara E. Wilson
1201 California St. #906
San Francisco, CA 94109

510.917.9177

Board of
Supervisors/BOS/SFGOV
05/04/2010 12:23 PM

To
cc
bcc
Subject File 100451: Support appeals of Masonic Aud. matters, Case # 2008.1072[EC]

----- Forwarded by Board of Supervisors/BOS/SFGOV on 05/04/2010 12:26 PM -----



David Turrell
<dht@panix.com>

05/04/2010 04:38 AM

Please respond to
sfbos@dht.users.panix.com

To board.of.supervisors@sfgov.org
cc angela.calvillo@sfgov.org, larry.badiner@sfgov.org
Subject Support appeals of Masonic Aud. matters, Case # 2008.1072[EC]

Dear Board of Supervisors,

I am writing in support of the appeals of the Masonic auditorium Categorical Exemption and Conditional Use Authorization, case # 2008.1072.

Having heard the planning commission meeting, the following issues seem important.

Has car traffic study been given its due? After rush-hour gridlock is often assumed to have something to do with there being an event at the Masonic. This might not always be a well-founded assumption, but the need for things to happen all at once, in terms of getting to and leaving the auditorium, makes it plausible.

One selling point of the Masonic mentioned was as a draw for acts that would otherwise play in Oakland or San Jose. If that were to just keep San Franciscans from having to travel it might make sense. But with our lack of freeway access and wide avenues, it doesn't sound viable as a venue, even if it were just for people from SF.

Considering foot traffic is just as important. I can remember walking along California, when a CBS affiliates' meeting let out. I thought I was going to have to get off the sidewalk entirely, until I thought of moving my ugly, black briefcase to the sidewalk side. That kept people at bay, barely. The possibility its happening at night with rowdy rockers full of refreshments sounds even worse.

The contemptuous tone of Commissioner Borden at the planning commission meeting lends added weight to the fact that these concerns haven't been fully addressed.

--

David Turrell
1333 Jones St., Apt. 410
San Francisco, CA 94109

--

David Turrell



Melissa Brown
<iammi5@hotmail.com>
05/04/2010 10:16 PM

To board.of.supervisors@sfgov.org
cc
bcc
Subject Nob Hill Homeowners Against Additional Concerts At
Masonic Temple Are NOT Racist

Dear Supervisor Campos and other Supervisors,

I am a homeowner and taxpayer in Nob Hill. I am opposed to allowing additional concerts at the Masonic Temple and I am African-American. I am not racist. I am deeply offended by Supervisor Campos's remarks tonight. He owes the residents of Nob Hill an apology. I am concerned about the noise and pollution that will result from additional concerts. I am concerned about trash in the park across from the venue, which has been vandalized after other concerts at Masonic Temple. I am concerned about the overall quality of life in my neighborhood and the potential negative impact as a result of the additional concerts. Those concerns do not make me racist; they make me a concerned and responsible citizen and property owner. Race never entered into the dialogue until Mr. Campos raised it. His remarks are unfortunate and disappointing from a City leader. They have the potential to be divisive where such division is unnecessary.

Sincerely,
Melissa Brown
A concerned Nob Hill property owner.

7: 100451

Board of
Supervisors/BOS/SFGOV
05/04/2010 12:02 PM

To BOS Constituent Mail Distribution,
cc
bcc
Subject Masonic Memorial Temple - May 4 BOS Hearing...

----- Forwarded by Board of Supervisors/BOS/SFGOV on 05/04/2010 12:05 PM -----



quinnevent@aol.com
05/03/2010 04:14 PM

To angela.calvillo@sfgov.org, larry.badiner@sfgov.org,
board.of.supervisors@sfgov.org
cc
Subject Masonic Memorial Temple - May 4 BOS Hearing...

I respectfully urge the BOS to grant the appeal of a Categorical Exemption from environmental review and request the Planning Department to prepare an environmental Impact Report, and grant the appeal of the Conditional Use Authorization for 1111 California Street/California Masonic Memorial Temple. I believe there is an Incomplete Project Description and there will be definite adverse effects on the environment. This densely populated area of the City is not appropriate for this number of rock concerts, and it's also not easily accessible due to lack of public transportation and very limited nighttime parking.

Thank you for your consideration.

Phyllis Quinn
900 Bush Street



Dawn Malaspina
<outrer@pacbell.net>
05/03/2010 09:37 PM

To Michela.Alioto-Pier@sfgov.org
cc angela.calvillo@sfgov.org, larry.badiner@sfgov.org,
board.of.supervisors@sfgov.org
bcc

Subject 1111 California Street - please grant the Appeals for the
Categorical Exemption and Conditional Use Authorization.

F: 100451
copy to each
supervisor

Dear Supervisor Alioto-Pier,

- We are residents of lower Nob Hill and we urge you to please grant the Appeals for the Categorical Exemption and Conditional Use Authorization for the California Masonic Memorial Temple. (Case # 2008.1072EC and Case # 2008.1072)
- The Categorical Exemption was done “backwards” to achieve a desired outcome instead of analyzing the project’s impacts and proposing mitigation measures. It sets a dangerous precedent for all neighborhoods and residents of San Francisco.
- The Categorical Exemption is insufficient because the project description is incomplete and failed to describe all the other activities that will take place in the Masonic Temple.
- A Categorical Exemption should not be used for an activity where there is a reasonable possibility it will have significant effects on the environment. The proposed uses of the Masonic Temple such as “Other Entertainment” and convention, triggers Significant Impact Thresholds, including but not limited to:
 - o Land Use
 - o Traffic Congestion & Gridlock
 - o Interference with Emergency Vehicles response time
 - o Pedestrian/vehicular conflicts
 - o Loading
 - o Transit
 - o Lack of Parking
 - o Noise and air pollution
 - o Aesthetics
 - o Too many bars
- Other entertainment use and operation of the Temple building as a convention facility is not allowed in the Nob Hill Special Use District.
- Demand a full Environmental Impact Report for this project for the health and safety of all San Franciscans.
- We are concerned about the impact of what would become Northern California's largest nightclub, a public nuisance, on property values and on the quiet enjoyment of our residence. The venue is located far from major public transit arteries, causing inordinate throngs of pedestrians to infiltrate a residential neighborhood, increasing the incidents of public drunkenness and vandalism.
- SFPD opposes the Conditional Use Authorization.

We respectfully request that the Board of Supervisors grants the Appeals for the Categorical Exemption and Conditional Use Authorization because the project’s impact is citywide.

Thank-you for your consideration,

Peter and Dawn Malaspina
900 Bush Street
San Francisco, CA 94109

File 100451



Lynn Cadavona
<lynncadavona@hotmail.com>

05/04/2010 12:57 PM

To <david.chiu@sfgov.org>, <eric.l.mar@sfgov.org>, <ross.mirkarimi@sfgov.org>, <sean.elsbernd@sfgov.org>, <john.avalos@sfgov.org>, <michela.alioto-pier@sfgov.org>, cc <angela.calvillo@sfgov.org>, <larry.badiner@sfgov.org>, <board.of.supervisors@sfgov.org>

bcc

Subject VOTE to Support Appeals of CAT EX and CUP for Case #2008.1072EC and Case #2008.1072C

Dear Supervisors,

I am a resident Nob Hill, San Francisco and I urge you to please grant the Appeals for the Categorical Exemption and Conditional Use Authorization for the California Masonic Memorial Temple. (Case # 2008.1072EC and Case # 2008.1072). The Categorical Exemption was done "backwards" to achieve a desired outcome instead of analyzing the project's impacts and proposing mitigation measures. It sets a dangerous precedent for all neighborhoods and residents of San Francisco. The Categorical Exemption is insufficient because the project description is incomplete and failed to describe all the other activities that will take place in the Masonic Temple. A Categorical Exemption should not be used for an activity where there is a reasonable possibility it will have significant effects on the environment. The proposed uses of the Masonic Temple such as "Other Entertainment" and convention, triggers Significant Impact Thresholds, including but not limited to:

- o Land Use
- o Traffic Congestion & Gridlock
- o Interference with Emergency Vehicles response time
- o Pedestrian/vehicular conflicts
- o Loading
- o Transit
- o Lack of Parking
- o Noise and air pollution
- o Aesthetics
- o Too many bars

Other entertainment use and operation of the Temple building as a convention facility is not allowed in the Nob Hill Special Use District. I request a full Environmental Impact Report for this project for the health and safety of all San Franciscans. Please keep in mind tht SFPD opposes the Conditional Use Authorization. The Conditional Use Authorization is not compatible or desirable with the neighborhood and community and will be detrimental to this very special area of our City.

As a resident of Nob Hill whose home is right on Pine Street where many large trucks park and are noisy just outside my bedroom & living room windows, I do not want more noise or more congestion. Street parking is already an issue and with up to 95 huge events each year, it will be worse.

In conclusion, respectfully request that the Board of Supervisors grants the Appeals for the Categorical Exemption and Conditional Use Authorization because the project's impact is citywide.

Respectfully,
Lynn Cadavona



Jeanette Wilmerding
<jfiliatreau@yahoo.com>
05/06/2010 03:06 PM

To linda.avery@sfgov.org
cc board.of.supervisors@sfgov.org
bcc
Subject Cell no!

Dear Ms. Avery,

I am a mother of two children, ages 4 and 6. I am writing to express my strong objection to plans to place four cell antennas in the steeple at St. Matthew's Church at 3281 16th Street. The commission hearing for a conditional use permit is scheduled for May 27th.

As a parent with children in a school within 300 feet of the church I have various concerns about how this project might impact our neighborhood.

I believe the presence of these antennas and the accompanying batteries inside an old, wooden building, may pose an unwarranted fire and safety hazard. I worry specifically about what would happen in a fire or earthquake.

I also have reservations about what this project might mean for the historic nature and aesthetic of the neighborhood, and how that might negatively impact property values.

And as a committed member of my school community, I worry that this might discourage families from choosing to send their children to our school as well as the other schools in our neighborhood.

Unfortunately, our parent community was only made aware of this proposal in the last few weeks. I do not feel there was adequate community engagement on this controversial proposal.

Finally, I am concerned about the potential health risks posed by these cell towers. A growing body of research suggests that prolonged exposure to the electromagnetic radiation emitted by these towers could be harmful to young children. I know that the Board of Supervisors on March 23 passed a resolution urging the U.S. EPA to study the health impacts of wireless facilities, and, if appropriate, to establish a safe level of exposure to radiofrequency radiation emissions.

This is a neighborhood densely packed with school-aged children. We have at least 500 children in four schools within 300 feet of the project, including Children's Day School, Mission Dolores School, Holy Family Day Home and Kinderhaus Pre-school. Given its proximity to so many growing children, I feel strongly that a more appropriate location may be found. I ask that you deny this application for conditional use at 3281 16th Street. Thank



Vanessa Lyons
<vanessal@cds-sf.org>
05/07/2010 01:01 PM

To linda.avery@sfgov.org, Ron Miguel <rm@well.com>, Christina Olague <c_olague@yahoo.com>, "Michael J. Antonini" <wordweaver21@aol.com>, Gwyneth Borden
cc board.of.supervisors@sfgov.org

bcc

Subject Proposed Cell Phone Tower

Dear Commissioner and Supervisor:

I am writing to express my strong objection to plans to place four cell antennas in the steeple at St. Matthew's Church at 3281 16th Street. The commission hearing for a conditional use permit is scheduled for May 27th.

As a parent with a child in a school within 300 feet of the church I have various concerns about how this project might impact our neighborhood.

I believe the presence of these antennas and the accompanying batteries inside an old, wooden building, may pose an unwarranted fire and safety hazard. I worry specifically about what would happen in a fire or earthquake.

I also have reservations about what this project might mean for the historic nature and aesthetic of the neighborhood, and how that might negatively impact property values.

And as a committed member of my school community, I worry that this might discourage families from choosing to send their children to our school as well as the other schools in our neighborhood.

Unfortunately, our parent community was only made aware of this proposal in the last few weeks. I do not feel there was adequate community engagement on this controversial proposal.

Finally, I am concerned about the potential health risks posed by these cell towers. A growing body of research suggests that prolonged exposure to the electromagnetic radiation emitted by these towers could be harmful to young children. I know that the Board of Supervisors on March 23 passed a resolution urging the U.S. EPA to study the health impacts of wireless facilities, and, if appropriate, to establish a safe level of exposure to radiofrequency radiation emissions.

This is a neighborhood densely packed with school-aged children. We have at least 500 children in four schools within 300 feet of the project, including Children's Day School, Mission Dolores School, Holy Family Day Home and Kinderhaus Pre-school. Given its proximity to so many growing children, I feel strongly that a more appropriate location may be found. I ask that you deny this application for conditional use at 3281 16th Street. Thank you for your consideration.

Sincerely

Vanessa Lyons

**Richmond District Residents
Sunset District Residents**

To: Mayor Gavin Newsom
Richmond District Supervisor Eric Mar
Sunset District Supervisor Carmen Chu
Superintendent Recreation & Parks Department

From: San Francisco Dog Owners

Re: **Access to Golden Gate Fenced Dog Park during events & park closures**

Date: April 25, 2010

Over the years, the number of events resulting in Golden Gate Park closures has increased enormously thereby severely limiting Richmond and Sunset District residents' ability to travel to, from and around the park. Closures limiting all residents' north-south and east-west travel have become unbearable. Often, this happens on a weekly basis. As San Francisco city government and the Recreation & Parks Department plan these events with road and park access closures, there seems to be little thought about the frequency and timing of said closures. Of particular interest is access to the Golden Gate Dog Park located about 39th Avenue & Fulton, nearby the back of the Senior Center.

Residents and dog owners need access to this park on a daily basis. Closures mentioned above have become so frequent, that we are respectfully requesting that entry to the dog park be allowed during events. This has been done with individual large events and has worked quite well, as this road and parking lot are not used by the companies renting the park and participants do not try to gain access through the manned gates at 36th & Fulton. However, when we approach with barking dogs in the car asking for dog park access only, *when properly informed*, the guards have complied and this has worked very well in the past. This is a simple, but effective, solution.

Issues of disabled access are serious considerations. Many dog owners are elderly or disabled, and the dog park is not just for exercising their beloved pets, it is also a safe place to meet and socialize for a healthier quality of life. Often we find neighbors helping neighbors, making the dog park a very real community unto itself.

Additionally, we request a copy of the **San Francisco Master Calendar of Events** resulting in all closures, north-south and east-west, specifying dates and times. This shall be posted at the dog park for all to see, take precautions, and make comment to local officials. It is amazing that this Master Calendar has not been presented to both Richmond and Sunset District residents as the closures have become so terribly debilitating and frequent, causing huge frustration.

Signature pages shall be presented to the Mayor's Office to demonstrate that citizens, home owners and dog owners of San Francisco want the request for dog park access to be taken seriously as the event season is upon us. To facilitate city responses, an e-mail account has been created: dogparkaccess@aol.com. All responses to this e-mail shall be posted at the Golden Gate Dog Park for all to see.



We request the the Golden Gate Dog Park located at about 39th & Fulton, be accessible during events and park closures.

Name	Address
Anne Marilee ANNE MARILEE	670-25th AV 94121
Christine Fineth	7021 Geary Blvd 94121
Magdalena Hyatt	1490 32nd Ave. 94121
Moz	
Ellen Palidori	4441 Balboa St SF 9412
Fiona Mitswoka	840 39th ave
Bennett Dake	1730 416th Ave 94122
Richard KEITH	246 SANTA AVE 94127
Janet Currie	398 Ellington Ave 94112
PATTY ORTEGA	36 RIVERTON DR 94132
Mitte Seaman	688a 25th ave 94121
Hannah Healy	
Denise Garner	650 8th st 94107
Anthony Beskowitz	511 45th Ave 94121
BOLLERI, MICHAEL	2745 A RIVERA 94116
Mark Johnson	1601 Sacramento St
Sheila Kafi	1438 42nd Ave
Lakland Pelargon	3840 Fulton St
James Bostwick	15 Lincoln Way #302
Matthew John Beck	723 47th Ave, SF 94121
RICHARD W RODGER	115 BELVEDERE ST
Donna Turner	1154 Alemany Blvd. 94112
JASON Hui	1610-46th Ave S.F.
RICHARD HAYES	1154 ALEMANY BLVD 94112

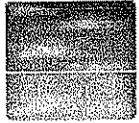
We request the the Golden Gate Dog Park located at about 39th & Fulton, be accessible during events and park closures.

Name	Address
PETER L. MCGRAW	4530 CASSELL ST. SF
Jim Toledo	4641 Cabello St
Kim Toledo	4641 Cabello St
Bobby L. Moya	
DAVID JOHNSON	15 EASTGATE DRIVE
Carol Johnson	
JERRY MEDINA	15 EASTGATE DRIVE
Jenny P. Medina	15 Eastgate Dr
John Lee	827 31st AVE
Alicia Adams	
NORICIA ADAMS	820 ARBUJELLO BLV.
Noreen Adams	
Catherine Thomas	700 - 3rd Ave 94118
Bonnie Fimbres	1249 29th Ave SF CA 94122
Angela Tseng	1442 28th Ave SF 94122
Gina Cortez	555 Mission Rock #624 SF
Nefou Klauzili	3719 Irving St.
Shirley Woo	677 26th Ave SF 94121
Maj Kungur	511 Euclid Ave SF 94118
Debbie Talbot	843 40th Ave 94121
Sheng Cowan	770 40th AVE 94121
KAREN COE	1938 32nd Ave SF 94122
KAREN BLUMBERG	701 GENEVA DR 302
Kari "	"
MIKE ALONSO ^{MIKE ALONSO}	1392 39th Ave
Suellen Hamby	2123 41st Ave, SF
Michelle Genest	518 16th Ave, SF.
SARAH ABOSHA	1329 Valley
Sara	1370 - 26th

→

We request the the Golden Gate Dog Park located at about 39th & Fulton, be accessible during events and park closures.

Name	Address
Hagar Ben-Eliezer	1204 45th Ave
Lott Cooper	156 2 nd Ave
Nicole Hernandez	154 27th Ave
Monica Lee	888 FAXON Ave SF CA
Nichole Hoffmann	912 606 St #292 SF CA
Argyris Papandreu	3149 Cabrillo St #1 SF CA
Choi Lin Pui	659 36th Ave SF
Kelvin Lu	4444 Balboa St.
Nerea Woods	881 34th Ave
Norman Lee	2426 28th Ave
Budd Calleen	843 35th Ave SF CA
Santoro Johnson	2367 29th Ave SF CA
Nikki Keophimane	827 Gonzalez Drive
David Treacy	1252 2nd Apt #1
Michelle Ryan	1408 31st Ave
Marinekl Jochowitz	1727 38th Ave.
Jason Summers	890 32th Ave
Alanna M. Maroni	101 Mountain Spring Ave.
MICHAEL SAYLOR	249 Page St, SF
Cde Touze	701-36th Ave



To:
Cc:
Bcc:
Subject: Fw: FY 2009-10 Controller's Office Nine-Month Budget Status Report

Nadia Feeser

----- Original Message -----

From: Nadia Feeser

Sent: 05/07/2010 08:25 PM PDT

To: CON-Finance Officers/CON/SFGOV; CON- Budget Contacts/CON/SFGOV; Angela Calvillo; BOS-Supervisors/BOS/SFGOV; BOS-Legislative Aides/BOS/SFGOV; Steve Kawa; Greg Wagner; Joe Arellano; Starr Terrell; Harvey Rose; Debra Newman; Severin Campbell; Mark delaRosa; Ben Rosenfield; Monique Zmuda; Maura Lane; MAYOR-Budget/MAYOR/SFGOV

Subject: FY 2009-10 Controller's Office Nine-Month Budget Status Report
The City and County of San Francisco Controller's Office Nine-Month Budget Status Report projects an ending General Fund balance of **\$49.7 million**, representing a \$20.1 million improvement from the Six-Month Report. The net revenue outlook remained largely unchanged (\$0.1 million improvement) from the Six-Month report projection, with \$25.0 million in increased projected property taxes and \$8.8 million in increased projected property transfer taxes largely offset by reduced projections for payroll tax and hotel tax receipts. Projected Departmental expenditure savings increased by \$24.7 million, offset partially by \$4.7 million additional use of reserves.

<http://www.sfcontroller.org/Modules/ShowDocument.aspx?documentid=776>

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City and County of San Francisco

Office of the Controller

FY 2009-10 Nine-Month Budget Status Report



May 7, 2010



City and County of San Francisco

Office of the Controller

FY 2009-10 Nine-Month Budget Status Report

May 7, 2010

Summary

The Controller's Office provides periodic budget status updates to the City's policy makers during the course of each fiscal year, as directed by Charter Section 3.105. This report provides expenditure and revenue information and projections as of March 31, 2010. This report updates the projections provided in the Controller's FY 2009-10 Six-Month Budget Status Report (Six-Month Report), published February 9, 2010.

As shown in Table 1, this report projects an ending General Fund balance of \$49.7 million.

This report takes into account the mid-year budget balancing actions by the Mayor and the Board to maintain expenditures in line with declining revenues. The report also acknowledges additional savings achieved by Departments in the current year that are intended to create fund balance to support the upcoming FY 2010-11 budget.

Summary of General Fund Budget

The Controller's Office projects an available General Fund balance of \$49.7 million at the end of FY 2009-10, as summarized below.

Table 1. FY 2009-10 Projected General Fund Ending Balance (\$ Millions)

	6-Month	9-Month	Change
A. Starting Balance			
Better than anticipated starting balance	\$ 0.9	\$ 0.9	\$ -
Budgeted General Fund reserve	25.0	25.0	-
	<u>25.9</u>	<u>25.9</u>	-
B. Citywide Revenues and Baselines			
Citywide Revenues	(37.1)	(34.7)	2.4
Change to Baseline Revenue Transfers	1.9	(0.5)	(2.4)
	<u>(35.2)</u>	<u>(35.1)</u>	<u>0.1</u>
C. Departmental Operations			
Mid-year balancing plan expenditure savings	35.7	35.7	-
Updated Departmental Operations Savings / (Shortfall)	4.7	29.4	24.7
	<u>40.4</u>	<u>65.1</u>	<u>24.7</u>
D. Use of General Fund Reserve	(1.4)	(6.1)	(4.7)
E. Ending Balance	<u>\$ 29.6</u>	<u>\$ 49.7</u>	<u>\$ 20.1</u>

A. General Fund Starting Balance

The General Fund available fund balance at the end of FY 2008-09 was \$95.4 million. The FY 2009-10 budget assumed and appropriated \$94.5 million of this balance, leaving a surplus of \$0.9 million available for use in the current fiscal year. Combined with a budgeted General Fund Reserve of \$25.0 million in the adopted budget, the starting balance available for appropriation in FY 2009-10 was \$25.9 million.

B. Citywide Revenues and Baseline Transfers

As shown in Table 2, Citywide revenues net of balancing plan adjustments and baseline transfers have improved by \$2.4 million since the Six-Month Report, primarily due to an improved outlook for supplemental property tax collections from prior year property transactions and property transfer tax receipts, partially offset by a reduced projection for hotel and payroll taxes. More information on these revenue trends are provided in Appendix 1.

Table 2. General Fund Citywide Revenues Variances to Budget (\$ Millions)

note: includes SF General Hospital fund sales tax/VLF realignment revenue variances

	<u>6-Month</u>	<u>9-Month</u>	<u>Change</u>
Property Tax	(33.1)	(8.1)	25.0
Payroll Tax	(18.2)	(33.5)	(15.3)
Sales Tax - Local 1% and Public Safety	(5.2)	(5.2)	-
Health & Welfare Sales Tax/VLF Realignment	(15.9)	(15.9)	-
Hotel Room Tax	30.3	18.1	(12.1)
Property Transfer Tax	13.5	22.3	8.8
Other General Fund Revenues	(8.4)	(12.3)	(3.9)
Subtotal General Fund Revenues	(37.1)	(34.7)	2.4

Table 3 shows that as a result of the improvement in discretionary revenues, projections for baseline and parking tax in-lieu transfers to the Municipal Transportation Agency (MTA), Public Library and Public Education Enrichment Fund are increased by a net \$2.4 million compared to the Six-Month Report, which is \$0.5 million greater than budget.

Table 3. General Fund Baseline Transfers Variances to Budget (\$ Millions)

Note: negative variances denotes general fund costs due to increased transfer requirements. This will appear as a surplus to the recipient of the transfer

	<u>6-Month</u>	<u>9-Month</u>	<u>Change</u>
Change in GF baseline transfer to MTA	1.3	(0.1)	(1.4)
Change in Parking Tax In Lieu Transfer to MTA	0.2	(0.3)	(0.5)
Change in GF baseline transfer to Library	0.3	(0.0)	(0.3)
Change in GF baseline transfer to Public Ed Fund	0.2	-	(0.2)
Total	1.9	(0.5)	(2.4)

C. Departmental Operations

Following the Mayor's instructions, departments have sought current year savings in order to build available fund balance to help balance the upcoming FY 2010-11 budget. We project net departmental operations savings of \$29.4 million, a \$24.7 million increase from the Six-Month Report. This is summarized in Table 4 below and further detailed and discussed in Appendix 2.

Table 4. FY 2009-10 Departmental Operating Summary

General Fund Differences to Revised Budget (\$ Millions)

	Revenue Surplus / (Shortfall)	Uses Savings / (Deficit)	Net Surplus / (Deficit)
Net Shortfall Departments			
Elections	\$ (3.1)	\$ (1.4)	\$ (4.5)
Fire Department	(3.2)	-	(3.2)
City Attorney	0.9	(1.8)	(0.9)
Juvenile Probation	(0.8)	-	(0.8)
Sheriff	(0.0)	(0.7)	(0.8)
City Administrator	(0.1)	(0.1)	(0.2)
Subtotal Departments with Net Deficits	\$ (6.3)	\$ (4.0)	\$ (10.4)
Net Surplus Departments			
Human Services	\$ (4.0)	\$ 28.7	\$ 24.6
Public Health (including SFGH and Laguna Honda General Fund subsidies)	(2.1)	8.1	5.9
General City Responsibility	4.0	1.5	5.4
Emergency Management	(0.1)	1.9	1.8
Controller	-	0.7	0.7
All Other Departments	(4.7)	6.0	1.3
Subtotal Departments with Net Surpluses	\$ (7.0)	\$ 46.8	\$ 39.8
Combined Total	(13.4)	42.8	29.4

These projections assume that a pending supplemental appropriation for the Department of Public Health and a supplemental appropriation for Sheriff will be approved to cover anticipated expenditure shortfalls. For all other departmental shortfalls, the Mayor's Office and the Controller's Office will continue to work with departments to develop a plan to bring expenditures in line with revenues by year-end without requiring supplemental appropriations.

D. Reserves

General Reserve: To date, \$6.1 million has been appropriated through supplemental appropriations from the budgeted \$25.0 million General Reserve leaving a remaining balance of \$18.9 million. The following table details the \$6.1 million use of the General Reserve:

Beginning General Reserve Balance	\$	25.0
Deposits / (Withdrawals)		
Emergency Aid Relief Supplemental		(0.2)
State Budget Supplemental		0.2
Mid-Year balancing Plan Supplemental		(1.4)
Indigent Defense Supplemental		(3.3)
Public Defender Supplemental		(1.2)
Community Center Project Supplemental		(0.2)
		<u>(6.1)</u>
Ending General Reserve Balance	\$	18.9

Although the assumed Sheriff supplemental appropriation of \$0.7 million is projected to draw from the General Reserve, this shortfall is reflected in Sheriff's departmental shortfall. As such, this report projects that the remaining \$18.9 million appropriation may close to fund balance at the end of the fiscal year.

Budget Savings Incentive Reserve: This projection assumes that deposits into the Citywide Budget Savings Incentive Reserve (authorized by Administrative Code Section 10.20) will be suspended for FY 2009-10. The Administrative Code states that the Controller may suspend the carryforward of Citywide Budget Savings Incentive Reserve balances in years when the Controller determines that the City's financial condition cannot support deposits into the fund. Based on the FY 2010-11 \$482.7 million deficit projected in the Three-Year Budget Projection for General Fund Supported Operations, the Controller has determined that deposits to the Budget Savings Incentive Reserve will be suspended for FY 2009-10.

Recreation & Parks Savings Incentive Reserve: Charter Section 16.107 requires that overall Recreation & Park Department expenditure savings be retained by the Department to be dedicated to one-time expenditures. At the beginning of the fiscal year, there was a \$6.6 million balance in this reserve. The FY 2009-10 budget included the withdrawal of \$5.6 million leaving a balance of \$1.0 million. The Department projects to end the year with a \$0.2 million surplus in the General Fund which will be deposited into this reserve. This will result in a projected year-end balance of \$1.2 million, a \$0.2 million increase compared to the Six-Month Report projection.

Rainy Day Economic Stabilization Reserve: Charter Section 9.113.5 establishes a Rainy Day Economic Stabilization Reserve funded by excess revenue growth in good years, which can be used to support the City General Fund and San Francisco Unified School District operating budgets in years when revenues decline. The Rainy Day Economic Stabilization Reserve began the year with \$98.3 million. As prescribed in the FY 2009-10 budget, \$49.2 million was withdrawn from the Reserve into the General Fund and another \$24.6 million was allocated to the San Francisco Unified School District to offset the impact of declining State aid, resulting in a current balance of \$24.6 million.

Salary and Benefits Reserve: Administrative Provisions Section 10.3 of the FY 2009-10 Annual Appropriation Ordinance (AAO) authorizes the Controller to transfer funds from the Salary and Benefits Reserve, or any legally available funds, to adjust appropriations for salaries

and related fringe benefits for collective bargaining agreements adopted by the Board of Supervisors. The Salary and Benefits Reserve (also known as the Memorandum of Understanding, or MOU, Reserve, had a FY 2009-10 starting balance of \$14.0 million. As of April 30, 2010, the Controller's Office anticipates transfers of \$12.1 million to individual City departments as detailed in Appendix 3, which also outlines the projected need for the remaining \$2.0 million reserve. No surplus balance is projected at this time.

E. Ending Available General Fund Balance = \$49.7 Million

Based on the above assumptions and projections, this report anticipates an ending available General Fund balance for FY 2009-10 of \$49.7 million.

F. Other Funds

Special revenue funds are used for departmental activities that have dedicated revenue sources or legislative requirements that mandate the use of segregated accounts outside the General Fund. Enterprise funds are used for primarily self-supporting agencies, including the Airport, Municipal Transportation Agency, Public Utilities Commission and the Port. Appendix 4 provides a table of selected special revenue and enterprise fund balance projections and a discussion of significant issues associated with their operations. Of particular note is that the three funds that receive property tax set-asides (Children's Fund, Library Fund and Open Space Fund) show substantially reduced current year revenue shortfalls compared to the Six-Month Report, due to increased supplemental property tax collections from prior year transactions.

G. Projection Uncertainty Remains

Projection uncertainties include the potential for continued fluctuations in tax revenues in the final months of the fiscal year as well as property tax appeal decisions that may require us to revise our assumptions regarding set-asides for future refunds.

H. Scheduled Year-end General Fund Balance Update: Revenue Letter

The Controller's Office will update the year-end General Fund balance projection in the Discussion of the Mayor's FY 2010-11 Proposed Budget (also known as the "Revenue Letter"), scheduled to be published in mid-June 2010.

I. Appendices

1. General Fund Revenues and Transfers In
2. General Fund Department Budget Projections
3. Salaries and Benefits Reserve Update
4. Other Funds Highlights

Appendix 1. General Fund Revenues and Transfers In

As shown in Table A1-1, total General Fund citywide and departmental revenues, including San Francisco General Hospital Sales Tax and Vehicle License Fee Realignment revenues are projected to be \$48 million under budget as revised by the mid-year balancing plan and subsequent actions. Of this total, \$13.4 million relates to departmental operations discussed in Appendix 2. The remaining \$34.7 million variance is discussed in this Appendix.

The FY 2009-10 budget assumed a slowing rate of economic decline in the first half of the fiscal year and the beginning of a modest recovery with slow rates of growth in the second half of the year. Tax revenues projected to recover beyond budgeted levels include real property transfer and hotel room taxes, and projected property tax revenues are just below budget. These gains are offset by shortfalls in key sources including payroll tax, local sales tax, access line tax, and state sales tax and vehicle license fee disbursements. Selected revenue streams are discussed below.

Table A1-1: Detail of General Fund Revenue and Transfers In

GENERAL FUND (\$ Millions)	FY 2008-09		FY 2009-10		9-Month Projection	Surplus / (Shortfall)
	Year End Actual	Original Budget	Revised Budget			
PROPERTY TAXES	\$ 1,021.3	\$ 1,058.1	\$ 1,058.1	\$ 1,050.0	\$ (8.1)	
BUSINESS TAXES						
Business Registration Tax	8.7	8.6	8.6	7.6	(1.0)	
Payroll Tax	378.7	363.2	363.2	329.7	(33.5)	
Total Business Taxes	387.3	371.8	371.8	337.3	(34.5)	
OTHER LOCAL TAXES						
Sales Tax	101.7	98.2	98.2	95.4	(2.9)	
Hotel Room Tax	161.7	117.5	116.5	134.6	18.1	
Utility Users Tax	89.8	87.0	87.0	92.5	5.5	
Parking Tax	64.5	64.1	64.1	64.5	0.4	
Real Property Transfer Tax	49.0	45.3	45.3	67.6	22.3	
Stadium Admission Tax	2.2	2.2	2.2	2.3	0.1	
Access Line Tax	10.4	42.9	42.9	37.3	(5.6)	
Total Other Local Taxes	479.2	457.2	456.1	494.2	38.0	
LICENSES, PERMITS & FRANCHISES						
Licenses & Permits	8.7	8.8	8.8	8.8	0.0	
Franchise Tax	16.1	16.3	16.3	14.6	(1.7)	
Total Licenses, Permits & Franchises	24.8	25.1	25.1	23.5	(1.7)	
FINES, FORFEITURES & PENALTIES	5.6	3.8	11.1	15.3	4.3	
INTEREST & INVESTMENT INCOME	14.7	11.6	11.6	8.9	(2.7)	
RENTS & CONCESSIONS						
Garages - Rec/Park	9.0	8.3	8.3	7.8	(0.5)	
Rents and Concessions - Rec/Park	7.7	8.5	8.8	8.7	(0.1)	
Other Rents and Concessions	1.8	2.6	2.8	2.8	-	
Total Rents and Concessions	18.5	19.4	19.9	19.3	(0.6)	
INTERGOVERNMENTAL REVENUES						
Federal Government						
Social Service Subventions	175.4	200.6	200.2	200.2	-	
Other Grants & Subventions	7.5	35.0	35.9	36.1	0.2	
Total Federal Subventions	182.9	235.6	236.1	236.3	0.2	
State Government						
Social Service Subventions	133.5	128.0	128.0	128.0	-	
Health & Welfare Realignment - Sales Tax	101.9	100.6	100.6	92.7	(7.8)	
Health & Welfare Realignment - VLF	45.6	46.7	46.7	42.9	(3.9)	
Health/Mental Health Subventions	85.7	96.7	93.2	93.2	-	
Public Safety Sales Tax	63.7	65.1	65.1	62.7	(2.3)	
Motor Vehicle In-Lieu	2.7	1.4	1.4	1.4	-	
Other Grants & Subventions	41.9	20.0	19.7	11.8	(7.9)	
State Budget Reduction Placeholder	-	(18.0)	-	-	-	
Total State Subventions	475.0	440.5	454.7	432.8	(22.0)	
CHARGES FOR SERVICES:						
General Government Service Charges	29.3	33.9	33.9	31.4	(2.5)	
Public Safety Service Charges	23.9	26.2	26.2	21.5	(4.7)	
Recreation Charges - Rec/Park	8.8	9.6	9.8	10.2	0.5	
MediCal, MediCare & Health Service Charges	50.5	54.1	54.2	52.6	(1.6)	
Other Service Charges	10.0	15.1	15.1	15.0	(0.1)	
Total Charges for Services	122.6	138.8	139.2	130.7	(8.4)	
RECOVERY OF GEN. GOV'T. COSTS	13.3	8.2	8.2	7.4	(0.8)	
OTHER REVENUES	7.7	22.7	23.9	18.3	(5.5)	
TOTAL REVENUES	2,752.9	2,792.8	2,815.8	2,774.0	(41.8)	
TRANSFERS INTO GENERAL FUND:						
Airport	26.8	26.2	26.9	27.4	0.4	
Other Transfers	105.5	59.3	61.4	59.0	(2.4)	
Total Transfers-In	132.3	85.6	88.3	86.4	(2.0)	
TOTAL GENERAL FUND RESOURCES	2,885.2	2,878.4	2,904.1	2,860.4	(43.8)	
SF General Hospital Sales Tax Realignment	16.2	16.1	16.1	14.7	(1.4)	
SF General Hospital VLF Realignment	36.6	37.3	37.3	34.4	(2.9)	
TOTAL INCLUDING SFGH REALIGNMENT	\$ 2,938	\$ 2,932	\$ 2,958	\$ 2,909	(48.0)	

Property Tax. General Fund property tax revenues are projected to be \$8.1 million under the original budget, representing a \$25.0 million improvement over the Six-Month Report projection. The improved outlook is due to increased staffing at the Assessor's office and Tax Collector's office that has allowed those offices to speed up the pace of working through the backlog of prior year supplemental and escape assessments and collection of delinquent accounts. The projection continues to allow for the maintenance of reserves to support potential refunds that may result from pending property tax appeals. The improved property tax outlook has also reduced shortfalls in the special revenue funds receiving property tax set-asides—the Children's Fund (\$0.9 million improvement from the Six-Month Report Projection), Library Preservation Fund (\$0.7 million improvement) and Open Space fund (\$0.7 million improvement). The improved special fund revenues are reflected in the Other Funds highlights provided in Appendix 4.

Business Tax revenues are projected to be \$34.5 million under budget, a \$15.3 million reduction from the Six-Month Report projection. Year to date business registration tax collections are projected to be twelve percent below prior year collections due to reductions in the number of firms paying the tax and the amounts paid. Payroll taxes are projected to be 12.2% below FY 2008-09 given tax year 2009 returns data indicating a 12.2% drop in payroll tax due. Tax year 2010 prepayments made during the current fiscal year are calculated from each firm's 2009 tax liability, and we assume no significant prepayment reductions. Delinquent business registration and payroll tax collections are projected to be down \$4.0 million given year to date collections, and tax refunds are projected to increase \$1.8 million, resulting in a 12.9% decline in total business tax revenue from FY 2008-09.

Local Sales Tax revenues are projected to be \$2.9 million under budget, or 6.2% under prior year actuals. This is unchanged from the Six-Month Report projection. Cash collections for the first and second quarters of FY 2009-10 were down 17.7% and 6.1% from the same quarters prior year, respectively. In the second quarter, losses in general retail, restaurants, construction and business-to-business sales were somewhat offset by increases in revenue from higher gasoline prices. We project very modest annual increases of 1.0% in the third quarter and 2.2% in the fourth quarter of the current year, which represent no growth in quarter over quarter seasonally adjusted figures.

Sales Tax Revenue, Local 1% Portion – Including 'Triple Flip' (\$ Millions)

Fiscal Year	Direct Allocation	Triple Flip Shifts	Total GF Revenue	Annual Growth	
				\$ Change	% Change
FY 2000-01	\$ 138.3		\$ 138.3	\$ 4.9	3.7%
FY 2001-02	116.8		116.8	(21.5)	(15.5%)
FY 2002-03	115.6		115.6	(1.2)	(1.1%)
FY 2003-04	120.6		120.6	5.1	4.4%
FY 2004-05	94.7	\$ 23.6	118.3	(2.4)	(2.0%)
FY 2005-06	103.1	33.8	136.8	18.6	15.7%
FY 2006-07	107.8	35.6	143.5	6.6	4.8%
Prior Peak FY 2007-08	111.4	37.3	148.7	5.3	3.7%
FY 2008-09	101.7	35.8	137.4	(11.3)	(7.6%)
Budget FY 2009-10	98.2	38.2	136.4	(1.0)	(0.7%)
9-Month Est. FY 2009-10	95.4	33.5	128.9	(8.6)	(6.2%)

Hotel Room Tax revenues are projected to be \$18.1 million over budget in the General Fund, \$12.1 million less than projected in the Six-Month Report. Year over year declines in occupancy rates in the first half of the fiscal year have moderated and begun to recover, and declines in average daily room rates (ADR) have finally begun to slow after double-digit losses early in the year. We project RevPAR (revenue per available room, or the combined effect of occupancy, ADR and room supply) to increase approximately 5% over prior year in March and April and approximately 15% over prior year in May and June. After adjusting for seasonality, these increases translate to month over month increases of 2% through year-end. San Francisco and a number of other jurisdictions in California and the U.S. are currently involved in litigation with online travel companies regarding the companies' duty to remit hotel taxes on the difference between the wholesale and retail prices paid for hotel rooms. Final year-end revenue will be either greater or less than our projection depending on the outcome of this suit.

Hotel Occupancy Rates

MONTH	FY 2007-08	FY 2008-09	FY 2009-10	Change - Value	Change - %
July	84.9%	88.8%	84.2%	-4.6%	-5%
August	87.1%	91.8%	87.5%	-4.3%	-5%
September	86.9%	86.6%	87.2%	0.6%	1%
October	86.4%	82.4%	87.5%	5.1%	6%
November	76.0%	68.5%	70.1%	1.6%	2%
December	64.0%	66.8%	64.8%	-2.0%	-3%
January	64.5%	61.0%	61.4%	0.4%	1%
February	73.9%	59.1%	69.8%	10.7%	18%
March	76.5%	68.3%	76.8%	8.5%	12%
April	77.4%	74.1%			
May	79.8%	73.9%			
June	85.6%	81.2%			
AVG. OCC. RATE - ANNUAL (YTD)	78.6%	75.2%	76.6%		
% Rate Chg from PY	1.7%	-3.4%	1.4%		
% Change from PY	2.2%	-4.3%	1.8%		

Average Daily Room Rates (ADRs)

MONTH	FY 2007-08	FY 2008-09	FY 2009-10	Change - Value	Change - %
July	\$ 183.85	\$ 188.17	\$ 152.84	\$ (35.33)	-19%
August	\$ 185.94	\$ 181.69	\$ 148.60	\$ (33.09)	-18%
September	\$ 200.86	\$ 206.06	\$ 172.74	\$ (33.32)	-16%
October	\$ 213.31	\$ 208.04	\$ 198.42	\$ (9.62)	-5%
November	\$ 192.62	\$ 178.61	\$ 155.02	\$ (23.59)	-13%
December	\$ 156.01	\$ 167.17	\$ 132.81	\$ (34.36)	-21%
January	\$ 182.11	\$ 167.20	\$ 151.47	\$ (15.73)	-9%
February	\$ 192.56	\$ 154.23	\$ 146.54	\$ (7.69)	-5%
March	\$ 184.00	\$ 160.35	\$ 149.41	\$ (10.94)	-7%
April	\$ 179.77	\$ 154.56			
May	\$ 183.13	\$ 152.73			
June	\$ 197.04	\$ 145.54			
AVERAGE ADR - ANNUAL (YTD)	\$ 187.60	\$ 172.03	\$ 156.43		
\$ Change from PY	\$ 12.09	\$ (15.57)	\$ (15.60)		
% Change from PY	6.9%	-8.3%	-9.1%		

NOTE: Actuals based on a PKF industry sample representing 70-80% of all rooms and revenue.

Real Property Transfer Tax revenues are projected to be \$22.3 million over budget, or 38% above prior year levels and an \$8.8 million improvement from the Six-Month Report projection. Current year revenues are largely driven by the recovery of commercial sales activity. As illustrated in the table below, total taxes paid through March were approximately 47% above prior year levels, with the largest increase in the top 1.5% tax tier. Proposition N, passed by the voters in November 2008, increased the property transfer tax rate on transactions valued at over \$5 million from 0.75% to 1.5%. Sixty-five transactions in this tax bracket occurred through March, generating \$13.5 million in tax revenue, indicating a return to more typical levels of commercial transactions from the near complete halt of activity in early 2009. Total transactions through March increased 83% from the prior year, with strong gains at all tax rates except the \$1 million to \$5 million range.

Real Property Transfer Tax Revenue (\$ millions)*						
Tax Rate	@ 0.50%	@ 0.68%	@ 0.75%	@ 1.5%	Total	
Fiscal Year	<\$250K	>\$250K	>\$1 M	>\$5 M	Revenue	
FY 2004-05	\$ 0.6	\$ 37.2	\$ 78.9	N/A	\$ 116.8	
FY 2005-06	0.5	31.4	98.3	N/A	131.3	
FY 2006-07	0.4	29.3	114.3	N/A	144.0	
FY 2007-08	0.5	24.7	61.0	N/A	86.2	
FY 2008-09	0.8	19.8	27.1	1.3	48.9	
Through March						
FY 2008-09 YTD	\$ 0.3	\$ 14.4	\$ 19.7	\$ 0.7	\$ 35.2	
FY 2009-10 YTD	1.5	17.8	18.8	13.5	51.6	
Change	335%	23%	-4%	1780%	47%	

*Amounts to be adjusted for timing differences between Recorder's System and revenue recognition requirements at year end.

Transaction Count					
Tax Rate	@ 0.50%	@ 0.68%	@ 0.75%	@ 1.5%	Total
Fiscal Year	<\$250K	>\$250K	>\$1 M	>\$5 M	
FY 2004-05	1,176	8,699	3,056	N/A	12,931
FY 2005-06	931	7,400	3,355	N/A	11,686
FY 2006-07	800	7,225	3,003	N/A	11,028
FY 2007-08	810	6,498	2,951	N/A	10,259
FY 2008-09	1,611	5,332	1,627	11	8,581
Through March					
FY 2008-09 YTD	578	3,878	1,219	5	5,680
FY 2009-10 YTD	4,354	4,710	1,254	65	10,383
Change	653%	21%	3%	1200%	83%

Utility Users Tax revenues are projected to be \$5.5 million better than budget, or 3.0% over prior year actuals, an improvement of \$3.1 million over the Six-Month Report projection. Changes are driven by a 10% increase in telephone user tax revenues and a 6% increase in water user tax revenues, offset by a 4.5% decline in gas and electric user tax revenues. Gas and electric user taxes are applied only to commercial consumption, which has declined due to falling natural gas prices and reduced office consumption. The increase in water users tax revenue is due to the net effect of a 15% rate increase effective July 1, 2009 and decreased

commercial consumption. The increase in telephone user tax revenue is largely due to the effect of Proposition 0, passed in November 2008, which clarified that the tax base includes fees and bundled services. While many individual and business users continue to eliminate traditional wire lines, many are moving to smart phones with data plans with base monthly charges that can be nearly double those of standard cell phones.

Access Line Tax revenues are projected to be \$5.6 million under budget, or approximately 10% below prior year levels and \$2.1 million less than projected in the Six-Month Report. The same trends that are increasing telephone user tax revenue are affecting this source. Both businesses and households continue to eliminate wire lines, and it is likely they are eliminating some wireless lines as well. In the first half of FY 2009-10, the percent of wireless only households increased 21% over FY 2008-09 on an annualized basis (after annual increases of 40% in FY 2006-07 and 26% in FY 2007-08). Because the access line tax is assessed on a per-line basis, it has declined with these cuts in the total number of lines.

Interest & Investment Income is projected to be \$2.7 million under budget, or 40% below prior year actuals and no change from the Six-Month Report projection. The budget assumed a 25% decline in average monthly interest rates, to 1.9%, due to the historically low federal funds rate, however, year to date rates through March have been down 25% and are projected to end the year 32% below prior year, and cash balances are projected to be slightly lower as well.

Health & Welfare Realignment revenues in the General Fund are projected to be under budget by a total of \$11.7 million. This is unchanged from the Six-Month Report. Current year trends in the sales tax portion of realignment revenues, which are based on statewide sales tax receipts, show the City 9.1% below prior year actual revenues, and year to date vehicle license fee (VLF) revenues are 4.1% below prior year. We currently project these trends to continue through year-end. The portion of a vehicle's value that is subject to the fee ranges from 100% for new vehicles to 15% for vehicles 11 years or older, thus the value of new car sales is the most important variable in determining VLF revenue.

Public Safety Sales Tax revenues are projected to be \$2.3 million under budget, or 1.5% below prior year actuals and unchanged from the Six-Month Report. The shortfall is due to an estimated 8% decline in the statewide sales tax base for this subvention largely offset by a 7.1% increase in San Francisco's share of taxable sales.

Appendix 2. General Fund Department Budget Projections

Table A2-1. General Fund Supported Operations

GENERAL FUND (\$ millions)	Uses Revised Budget	Uses Projected Year-End	9-Month Uses Savings / (Deficit)	9-Month Revenue Surplus / (Shortfall)	9-Month Net Surplus / (Deficit)	9-Month Net Sources and Uses Variance from 6 month	Notes
PUBLIC PROTECTION							
Adult Probation	11.9	11.7	0.3	-	0.3	0.3	1
Superior Court	34.4	34.4	-	-	-	3.3	
District Attorney	32.7	32.7	-	0.3	0.3	0.3	2
Emergency Management	45.5	43.6	1.9	(0.1)	1.8	1.8	3
Fire Department	256.7	256.7	-	(3.2)	(3.2)	(1.4)	4
Juvenile Probation	33.5	33.5	-	(0.8)	(0.8)	-	5
Public Defender	24.6	24.5	0.1	-	0.1	1.9	
Police	389.7	389.7	-	0.3	0.3	0.3	6
Sheriff	145.3	146.0	(0.7)	(0.0)	(0.8)	0.7	7
PUBLIC WORKS, TRANSPORTATION & COMMERCE							
Public Works	49.6	45.9	3.7	(3.8)	(0.0)	(0.0)	
Economic & Workforce Development	12.7	12.7	-	-	-	-	
Board of Appeals	0.8	0.8	0.1	(0.1)	0.0	0.0	
HUMAN WELFARE & NEIGHBORHOOD DEVELOPMENT							
Children, Youth & Their Families	26.3	26.3	-	-	-	-	
Human Services	639.5	610.8	28.7	(4.0)	24.6	5.9	8
Environment	3.2	3.2	0.1	-	0.1	0.1	
Human Rights Commission	0.7	0.7	-	-	-	-	
County Education Office	0.1	0.1	-	-	-	-	
Status of Women	3.3	3.3	-	-	-	-	
COMMUNITY HEALTH							
Public Health	521.6	523.3	(1.7)	(2.1)	(3.8)	(0.9)	9
Subsidy Transfer to SF General Hospital Fund	124.2	109.4	14.8	-	14.8	3.5	9
Subsidy Transfer to Laguna Honda Hospital Fund	39.8	44.9	(5.1)	-	(5.1)	2.0	9
CULTURE & RECREATION							
Asian Art Museum	6.6	6.6	-	-	-	-	
Arts Commission	9.5	9.5	-	-	-	-	
Fine Arts Museum	10.8	10.9	(0.0)	-	(0.0)	(0.0)	
Law Library	0.7	0.7	-	-	-	-	
Recreation and Parks	71.2	71.0	0.2	(0.1)	0.1	0.9	10
Academy of Sciences	4.2	4.2	-	-	-	-	
GENERAL ADMINISTRATION & FINANCE							
City Administrator	54.8	54.9	(0.1)	(0.1)	(0.2)	(0.2)	11
Assessor / Recorder	15.9	15.9	-	-	-	-	
Board of Supervisors	11.8	11.8	-	-	-	-	
City Attorney	8.1	9.8	(1.8)	0.9	(0.9)	(0.9)	12
Controller	27.8	27.1	0.7	-	0.7	0.4	13
City Planning	23.5	22.6	0.9	(0.9)	-	-	
Civil Service Commission	0.5	0.5	-	-	-	-	
Ethics Commission	6.2	6.2	-	0.1	0.1	0.1	
Human Resources	15.5	15.4	0.1	-	0.1	0.1	
Health Service System	0.3	0.3	-	-	-	-	
Mayor	15.9	15.9	-	-	-	-	
Elections	12.2	13.6	(1.4)	(3.1)	(4.5)	0.1	14
Retirement System	1.6	1.6	-	-	-	-	
Technology	5.2	5.2	-	-	-	-	
Treasurer/Tax Collector	23.6	23.0	0.6	(0.6)	(0.0)	(0.0)	
GENERAL CITY RESPONSIBILITIES	143.5	142.1	1.5	4.0	5.4	6.5	15
TOTAL GENERAL FUND	2,865.6	2,822.8	42.8	(13.4)	29.4	24.7	

Notes to General Fund Department Budget Projection

The following notes provide explanations for the projected variances for each departments' projected actual revenues and expenditures compared to the revised budget, which accounts for the mid-year budget balancing actions by the Mayor and the Board to maintain expenditures in line with declining revenues.

1. Adult Probation

The Adult Probation Department projects a \$0.3 million savings in salaries and fringe benefits.

2. District Attorney

The District Attorney projects to end the fiscal year with a net \$0.3 million surplus. The projected \$0.3 million revenue surplus includes \$0.3 million in consumer settlement and other revenues and \$0.2 million in grant budgets obtained to secure departmental overhead costs, offset by a \$0.2 million shortfall in bad check diversion fees and community court fees.

3. Emergency Management

The Department of Emergency Management projects to end the fiscal year with a net surplus of \$1.8 million. The Department projects a revenue shortfall of \$0.1 million, primarily in emergency medical technician certification fee revenues. The Department projects expenditure savings of \$1.9 million consisting of \$1.1 million in salaries and fringe benefits and \$0.8 million in debt service savings.

4. Fire Department

The Fire Department projects to end the fiscal year with a net \$3.2 million shortfall. This is due to a \$2.4 million projected shortfall in fire prevention fees and other revenues, a \$0.7 million revenue shortfall for the sale of the 909 Tennessee Fire House, and a \$2.8 million projected shortfall in recoveries for fire and medical services, offset by \$2.8 million in savings in uniform salaries and fringe benefits.

5. Juvenile Probation

The Juvenile Probation Department projects to end the fiscal year with a net deficit of \$0.8 million due to a revenue shortfall in State vehicle license fee collections passed through to counties.

6. Police Department

The Police Department projects to end the fiscal year with a net surplus of \$0.3 million due to a revenue surplus in third party reimbursement of police services, other public safety charges, and Alarm Fee revenues.

7. Sheriff

The Sheriff projects to end the fiscal year with a net \$0.7 million shortfall. The projected \$1.1 million expenditure deficit includes \$0.8 million in salaries (of which \$0.6 million is due to under-recoveries for security provided to the Superior Courts) and \$0.3 in workers' compensation payments. This expenditure shortfall is projected to be partially offset by \$0.4 million in contract savings. The Sheriff plans to submit a \$0.7 million supplemental to cover the expenditure deficit.

8. Human Services Agency

The Human Services Agency projects to end the fiscal year with a \$24.6 million surplus. The Department projects expenditure savings of \$28.7 million, consisting primarily of:

- \$11.0 million of savings in Family and Children Services programs due to an updated projection of the impact of deleted caseworker positions based on FY 2009-10 time studies in Child Welfare Services and a shift in time study to Food Stamps Employment and Training in the County Adult Assistance Program.
- \$13.4 million of savings representing reduced In-Home Support Services (IHSS) worker county share of wages due to litigation staying the State from their budgeted reduction in State support for those wages. This litigation is further discussed below.
- \$4.0 million savings in aid program savings due to a lower than budgeted caseload for Family and Children Services program aid and CalWorks Aid.

The \$4.0 million revenue shortfall projection is due to reduced federal reimbursements for Child Welfare Services as a result of the Department's expenditure savings, and a timestudy shift from Welfare-to-Work services to non-General Fund American Recovery and Reinvestment Act programs. An additional revenue shortfall of \$3.5 million in Health and Welfare Realignment revenue allocated to the Human Services Agency is not displayed in this departmental projection but is instead reflected in the overall Citywide revenue projection.

In-Home Supportive Services (IHSS) Litigation: In response to legal challenges, a federal court has stayed the State's planned reduction in the level of support provided to counties for IHSS worker wages. As long as the stay remains in effect, or if the State loses its case, the effect will save the Human Services Agency \$13.4 million. If the State were to win a ruling allowing the retroactive imposition of their wage support reduction back to July 1, 2009, that would result in an additional cost to the City of \$13.4 million. Separate litigation related to eligibility changes imposed by the State on IHSS clients could also have a substantial impact on the City's expenditure levels in this program, but the Human Services Agency does not currently have an estimate as to the magnitude of the potential savings or additional costs of alternative outcomes of this litigation.

9. Public Health

The Department of Public Health projects to end the fiscal year with a net surplus of \$5.9 million. This net surplus includes a \$3.8 million deficit for non-hospital operations in the General Fund, a \$14.8 million surplus for San Francisco General Hospital, and a \$5.1 million shortfall for Laguna Honda Hospital.

The Department intends to submit a supplemental appropriation request to use surplus patient revenues from San Francisco General Hospital to cover the projected expenditure shortfalls in all Public Health funds.

Table A2-2 summarizes the Department's projected net surplus:

Table A2-2. Department of Public Health (DPH) FY 2009-10 Projected Surplus / (Deficit)

Fund	Sources Surplus / (Shortfall)	Uses Savings / (Deficit)	Net Surplus / (Deficit)
Public Health General Fund	\$ (2.1)	\$ (1.7)	\$ (3.8)
San Francisco General Hospital	29.4	(14.6)	14.8
Laguna Honda Hospital	1.8	(6.8)	(5.1)
Total All Funds	\$ 29.1	\$ (23.1)	\$ 5.9

An additional shortfall of \$12.3 million allocated to the Department of Public Health from Health and Welfare Realignment revenue is not displayed in this departmental projection but is instead reflected in the overall Citywide revenue projection.

Non-hospital operations in the General Fund

The Department of Public Health projects a \$3.8 million deficit in its non-hospital operations in the General Fund, of which \$2.1 million is for a revenue shortfall and \$1.7 million is for expenditure deficit. The revenue shortfall consists of a projected \$4.0 million shortfall in Mental Health revenues due to a delay in submission of a State Plan Amendment to access federal matching funding for Short-Doyle / Medi-Cal excess costs. The Department projects to receive this revenue during FY 2010-11. This revenue shortfall is offset by a \$1.9 million projected surplus of patient service revenues. The projected expenditure deficit consists of \$1.7 million due to cost overruns in salaries and fringe benefits.

San Francisco General Hospital

The Department of Public Health projects a \$14.8 million surplus for the San Francisco General Hospital. The Department estimates a \$29.4 million revenue surplus due to \$19.0 million of additional anticipated net patient revenue, \$9.1 million of additional Safety Net Care Pool revenue, and \$5.3 million in prior year settlements to Medi-Cal Waiver payments, offset by a projected \$3.9 million shortfall in projected revenue from the Health Care Coverage Initiative that provides funding for the Healthy San Francisco program. The additional net patient revenue and safety net care pool is related to higher census levels than were assumed in the budget. The revenue surplus is offset by a \$14.6 million expenditure deficit consisting of cost overruns of \$8.7 million in salaries and fringe benefits and \$3.8 million in contract costs transferring interns and resident salaries from the Department of Public Health to the University of California. A supplemental appropriation of additional net patient revenue has been introduced and is pending Board of Supervisor approval to cover the projected expenditure deficit.

Laguna Honda Hospital

The Department projects a \$5.1 million deficit for Laguna Honda Hospital, made up of a projected \$4.9 million in salary expenditures over budget and a projected \$1.9 million deficit

in materials and supplies. This expenditure shortfall is slightly offset by a \$1.8 million revenue surplus in Medi-Cal payments related to a recent court order for the State to increase payment rates effective February 25, 2010. A supplemental appropriation of additional net patient revenue has been introduced and is pending Board of Supervisor approval to cover the projected expenditure deficit.

AB 1383/AB188 - Hospital Fee

The State has submitted a State Plan Amendment to the Center for Medicare and Medicaid Services (CMS) and is in negotiation with CMS. If approved by CMS, the Hospital Fee would increase MediCal rates to private hospitals and fund a \$590 million grant to designated public hospitals, including San Francisco General Hospital Medical Center (SFGH). While the outcome of this process is uncertain, it could result in \$30 - 40 million to SFGH for FY 2009-10 as its share of the \$590 million grant. Potential revenues from the fee have not been included in this report's projections since the plan amendment has not yet been approved by the federal government and timing of any receipt of the fees remains uncertain.

10. Recreation and Park

The Recreation and Park Department projects to end the fiscal year with a net \$0.1 million surplus. This includes a net \$0.2 million expenditure surplus, resulting from an over expenditure of \$0.9 million in salaries offset by \$0.5 million in fringe benefit savings and \$0.6 million in project cost savings. The Department also anticipates a \$0.1 million revenue shortfall made up of a projected \$1.2 million shortfall in parking meter revenues and an additional \$0.2 million shortfall in concessions, offset by higher than anticipated special event permits, facilities rentals, program fees, and Coit Tower admission.

11. General Services Agency – City Administrator

The General Services Agency (GSA) – City Administrator projects to end the fiscal year with a net deficit of \$0.2 million. The Department projects a revenue shortfall of \$0.1 million primarily due to a decrease in the Sale of Surplus Property revenues. The Department projects a \$0.1 million expenditure deficit due to a decrease in unallocated recoveries attributed to the 1.9% Committee on Information Technology (COIT) surcharge. This surcharge is tied to all IT purchases within the City and County of San Francisco and because IT equipment purchases have decreased, the recovery has decreased as well.

12. City Attorney

The City Attorney projects a net \$0.9 million shortfall at the end of the fiscal year. The projected \$1.8 million expenditure deficit is due to \$3.7 million in underrecoveries from other departments, offset by \$0.8 million in salary and fringe benefit savings and \$1.1 million of carryforward project savings. The department projects a \$0.9 million revenue surplus from attorney's fees for cases and bond dealings.

13. Controller

The Controller projects to end the fiscal year with expenditure savings of \$0.7 due to \$0.2 million in salary and fringe benefit savings, \$0.3 million in savings for contractual services, and \$0.2 million for City Services Auditor negotiated contract savings.

14. Elections

The Department of Elections projects to end the fiscal year with a net deficit of \$4.5 million. The Department projects a revenue shortfall of \$3.1 million due to the State not reimbursing costs associated with the May 19, 2009 special election. The Department projects a \$1.4 million expenditure deficit due to reductions in work order recoveries.

15. General City Responsibility

The projected \$5.7 million savings in General City Responsibility includes a \$4.0 million revenue surplus and \$1.6 million expenditure savings. The \$4.0 million revenue surplus includes additional funds from the San Bruno Jail settlement revenue beyond those assumed in the Mid-Year Balancing Plan. The \$1.6 million expenditure savings includes:

- \$1.9 million savings from a reduced transfer to the Convention Facilities special revenue fund due to debt service savings,
- \$1.5 million savings from a reduced transfer to the Library Preservation fund to reflect a reduced baseline transfer as detailed in Appendix 4, note 6,
- \$1.2 million in finance corporation debt service savings and project savings,
- \$0.4 million deficit to transfer funds from the General Fund to cover the Department of Public Health Refuse Lien Fund shortfall, and
- \$2.5 million deficit to cover the anticipated shortfall in the Cigarette Litter Abatement special revenue fund (see Appendix 4, note 2).

Appendix 3. Salary and Benefits Reserve Update

Table A3-1. Salary and Benefits Reserve (\$ millions)

SOURCES

Adopted AAO Salary and Benefits Reserve	\$ 13.2
SEIU - Education Fund	0.5
Carryforward FY 2008-09 Salary and Benefits Reserve	0.3
Total Sources	\$ 14.0

USES

Transfers to Departments

Police Wellness, Premium, and Compensatory Time Payouts	\$ 5.2
Fire Wellness, Premium, and Compensatory Time Payouts	3.1
Other Departments Wellness, Premium, and Compensatory Time Payouts	1.7
SEIU "As-Needed" Temporary Healthcare (DHR)	1.0
Various Departments - Tuition Reimbursement	0.7
Various Depts - Local 21 Life Insurance	0.2
Visual Display Terminal Insurance - Quarters 1-3	0.1
Public Health Wellness, Premium, and Compensatory Time Payouts	0.1
Total Transfers to Departments	\$ 12.1

Remaining Allocations

Other Departments Wellness, Premium, and Compensatory Time Payouts	\$ 1.4
Training and Tuition Reimbursement (Fire Fighters, SEIU employees, Various)	0.3
Police Officers Association Recruitment Committee	0.3
Visual Display Terminal Insurance - FY 2009-10 Quarters 3 - 4	0.0
Total Remaining Allocations	\$ 2.0

Total Uses	\$ 14.0
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Net Surplus / (Shortfall)	\$ -
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Appendix 4. Other Funds Highlights

Table 4-1 Other Fund Highlights

	Prior Year		FY 2009-10					
	FY 2008-09 Year-End Available Fund Balance	Fund Balance Used in FY 09-10 Budget	Starting Available Fund Balance	Sources Surplus / (Shortfall)	Uses Savings / (Deficit)	Net Operating Surplus / (Deficit)	Estimated Year-end Fund Balance	Note
<u>SELECT SPECIAL REVENUE FUNDS</u>								
Building Inspection Operating Fund	\$1.7	\$1.2	\$0.5	\$0.7	\$0.3	\$1.0	\$1.5	1
Cigarette Litter Abatement Fund	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	2
Children's Fund	\$0.0	\$0.7	\$0.0	(\$0.7)	\$0.7	\$0.0	\$0.0	3
Convention Facilities Fund	(\$0.3)	\$0.0	(\$0.3)	(\$0.4)	\$0.7	\$0.3	(\$0.0)	4
Golf Fund	(\$0.6)	\$0.0	(\$0.1)	(\$0.5)	\$0.5	\$0.0	(\$0.1)	5
Library Preservation Fund	\$14.1	\$1.3	\$12.7	(\$1.6)	\$2.7	\$1.2	\$13.9	6
Open Space Fund	\$5.4	\$5.4	\$0.0	(\$0.6)	\$0.8	\$0.3	\$0.3	7
War Memorial Fund	\$2.4	\$1.4	\$1.0	\$0.0	\$0.5	\$0.5	\$1.5	8
<u>SELECT ENTERPRISE FUNDS</u>								
Airport Operating Fund	\$86.4	\$68.8	\$17.5	\$28.2	\$13.4	\$41.6	\$59.1	10
MTA – ALL Funds	\$57.8	\$42.2	\$15.6	(\$31.4)	\$15.8	(\$15.6)	\$0.0	11
Port Operating Fund	\$26.4	\$7.8	\$18.6	\$0.0	\$9.1	\$9.1	\$27.7	12
PUC – Hetch Hetchy Operating Fund	\$102.5	\$29.9	\$72.6	\$10.6	\$16.8	\$27.4	\$100.0	13
PUC – Wastewater Operating Fund	\$23.9	\$0.0	\$23.9	(\$19.7)	\$12.7	(\$7.0)	\$16.9	14
PUC – Water Operating Fund	\$56.6	\$3.5	\$53.1	(\$24.6)	\$4.1	(\$20.5)	\$32.6	15

Notes to Special Revenue, Internal Services and Enterprise Funds

Select Special Revenue Funds

1. Building Inspection Fund

The Building Inspection Department operating fund began the year with \$0.5 million in available fund balance after appropriating \$1.2 million in the FY 2009-10 budget. The Department projects an \$0.7 million surplus in operating revenues and \$0.3 million expenditure savings, resulting in a projected fiscal year-end available fund balance of \$1.5 million.

2. Cigarette Litter Abatement Fund

This new fund began with no starting balance and included a \$4.5 million revenue budget for the newly implemented cigarette litter abatement fee, effective September 1, 2009. The first installment of this fee was due from retailers by February 1, 2010. In January 2010, a claim (precursor to a lawsuit) was filed in San Francisco Superior Court contesting the fee. Based on receipts to date, our projection assumes the City will recognize \$2.0 million in fees this fiscal year, resulting in a projected shortfall of \$2.5 million. This report assumes a general fund transfer into the fund of a like amount to support the associated litter abatement expenditures.

3. Children's Fund

The Children's Fund began the fiscal year with an adjusted available fund balance of zero, after adjusting for the \$0.7 million appropriated in the FY 2009-10 budget, and after audit reserves were used to offset the \$0.7 million beginning fund balance shortfall related to prior year projections identified in the Six-Month report. At the time of the Six-Month report, this fund was also anticipated to have a \$1.6 million shortfall in property tax set-aside revenues. Due to the \$0.9 million improvement in supplemental property tax collections allocated to the Fund, the shortfall is now anticipated to be reduced to \$0.7 million. The Department of Children, Youth, and Their Families projects expenditure savings of \$0.7 million to cover the revenue shortfall, leaving the fund with zero projected year-end available fund balance.

4. Convention Facilities Fund

The Convention Facilities Fund began the fiscal year with a negative \$0.3 million in available fund balance. The Department projects a revenue shortfall of \$0.4 million, with offsetting expenditure savings of \$0.7 million, resulting in zero projected fiscal year-end available fund balance.

5. Golf Fund

The Golf Fund began the fiscal year with no appropriated fund balance in the budget and a negative \$0.6 million in available fund balance, primarily due to \$0.5 million owed by the Professional Golfers Association (PGA) for the President's Cup, which the department received in FY 2009-10. The Department anticipates a shortfall in other revenues of \$0.5 million due to inclement weather. This shortfall will be offset by reducing expenditures, resulting in a zero projected year-end available fund balance.

6. Library Preservation Fund

The Library Preservation Fund began the fiscal year with \$12.7 million in available fund balance. The Department projects expenditure savings of \$2.7 million due to savings in salaries and fringe benefits, books and materials, and debt service. The Department

projects a revenue shortfall of \$0.3 million due to a \$0.6 million decrease in the Property Tax allocation offset by a surplus of \$0.3 million in State grant revenues and charges for library services. Pursuant to San Francisco Charter Section 16.109, the Department would also return the general fund share of expenditure savings, resulting in further reductions to the required baseline contribution of \$1.3 million, for a total revenue shortfall of \$1.6 million. The net result is an operating surplus of \$1.2 million and an expected fiscal year-end available fund balance of \$13.9 million.

7. Open Space Fund

The Open Space Fund began FY 2009-10 with zero available fund balance after \$5.4 million was appropriated in the budget. The Department projects a \$0.6 million shortfall in property tax revenues, more than offset by a \$0.8 million in salary savings, resulting in a projected fiscal year-end available fund balance of \$0.3 million.

8. War Memorial Fund

The War Memorial Fund began the fiscal year with \$1.0 million in available fund balance. The Department projects revenues to be on budget and expenditure savings of \$0.5 million, resulting in a projected fiscal year-end available fund balance of \$1.5 million.

Select Enterprise Funds

9. Airport Operating Fund

The Airport Operating Fund began the fiscal year with \$17.5 million in available fund balance. The Department is projecting a \$28.2 million surplus, consisting of \$9.0 million in revenues and \$19.2 million in fund balance which was budgeted for deferred aviation revenue. The revenue surplus consists of \$7.6 million in parking and concession revenue, \$5.6 million in landing fees, and \$0.6 million in other sales and service revenue, which is partially offset by a shortfall of \$0.4 million in other aviation revenues, \$0.3 million in terminal rentals, and \$4.1 million in interest income. The Department projects to use \$13.7 million of the \$32.8 million budgeted use of fund balance for deferred aviation revenue, which results in \$19.2 million surplus which will be applied to airline rates in future years. The Department is also projecting expenditure savings of \$13.4 million. The expenditure savings consists of \$22.9 million in debt service, \$10.6 million in non-personnel services, \$3.4 million in public safety, \$1.8 million in salaries and fringe benefits, \$1.5 million in services of other departments, \$1.3 million in equipment, and \$0.9 million in materials and supplies. The expenditure savings is partially offset by a projected shortfall of \$0.9 million in light, heat, and power costs, a \$1.1 million higher annual service payment which is due to increases in parking revenues, car rental sales, and Wi-Fi services, and \$27.0 million in other pension benefit liability expenses for the prior two fiscal years that was reserved from revenues and reflected in the Airport's fund balance. The net result is a projected fiscal year-end available fund balance of \$59.1 million.

10. Municipal Transportation Agency (MTA) – All Funds

MTA began the fiscal year with \$15.6 million in available fund balance. The Department projects a net revenue shortfall of \$31.4 million. This consists of a \$14.8 million shortfall in Taxi Medallion revenues, a \$13.4 million shortfall in Parking and Traffic fees and fines, a \$7.0 million shortfall in a one-time San Francisco County Transportation Authority revenue (sales tax allocation from Proposition K), offset by \$0.2 million net increased transfer from the General fund for Parking Tax in-lieu transfer and reduced General Fund baseline

contribution and \$3.6 million surplus in Transit Fare revenues. The Department projects expenditure savings of \$11.7 million, consisting of an \$11.0 million savings in contracts and other services, \$3.4 million savings in equipment and maintenance, and a \$2.0 million savings in salaries and fringe benefits. These expenditure savings are partially offset by \$2.5 million over budget in insurance and payments to other agencies, \$1.7 million over budget in materials and supplies, and \$0.5 million over budget in rent and building costs. This results in a projected net operating deficit of \$19.7 million and an estimated fiscal year-end negative fund balance of \$4.1 million. MTA is projected to defer \$4.1 million in planned maintenance contract spending to the next fiscal year.

Revenue Category	6 month variance	9 month variance	6 vs. 9 month variance
Transit Fares	-	3.6	3.6
Proposition K Sales Tax Allocation	7.0	-	(7.0)
Operating Grants	5.2	-	(5.2)
Parking and Traffic Fees and Fines	(12.0)	(13.4)	(1.4)
Taxi Services	(3.8)	(14.8)	(11.0)
General Fund Transfer	(1.4)	0.2	1.6
All Other Revenues	(7.0)	(7.0)	-
Subtotal Revenues	(12.0)	(31.4)	(19.4)
Expenditure Category			
Salaries and Benefits	4.4	2.0	(2.4)
Contracts and Other Services	-	11.0	11.0
Materials and Supplies	(6.2)	(1.7)	4.5
Equipment and Maintenance	-	3.4	3.4
Rent and Building	-	(0.5)	(0.5)
Insurance and Payments to Other Agencies	(3.1)	(2.5)	0.6
Subtotal Expenditures	(4.9)	11.7	16.6
Net Operating Surplus/(Deficit)	(16.9)	(19.7)	(2.8)
Beginning Fund Balance	15.6	15.6	-
Projected Available Year-End Fund Balance	(1.4)	(4.1)	(2.7)
Deferred Contracts	-	4.1	4.1
Revised Available Year-End Fund Balance	(1.4)	0.0	1.4

11. Port Operating Fund

The Port Operating Fund began the fiscal year with \$18.6 million in available fund balance above the \$7.8 million appropriated in the budget. The Port is projecting to have an operating surplus of \$9.1 million in the current year due to expenditure savings, including debt service resulting from a delay in the issuance of new Port revenue bonds, and better than expected commercial and industrial rents and other revenues. This results in a projected fiscal year-end available fund balance of \$27.7 million.

12. Public Utilities Commission – Hetch Hetchy Operating Fund

The Hetch Hetchy Operating Fund began the fiscal year with \$72.6 million available fund balance above the \$29.9 million appropriated in the budget. The Department projects a net revenue surplus of \$10.6 million, including a \$6.5 million award in new allocations of Clean Renewable Energy Bonds and increased power usage from Enterprise departments. Expenditure savings are projected to be \$16.8 million, including \$5.9 million in power purchases, \$4.0 million in general reserve contingency, and \$1.5 million due to lower than anticipated California Independent System Operator market transaction prices. This results in a projected net surplus of \$27.4 million and a fiscal year-end available fund balance of \$100.0 million.

13. Public Utilities Commission – Wastewater Operations Fund

The Wastewater Operations Fund began the fiscal year with \$23.9 million in available fund balance. Revenues are projected to be \$19.7 million lower than budget due to lower water consumption, lower cash balances, and declining interest rates. This shortfall is projected to be offset by \$12.7 million in budgeted reserves and savings from completed and closed projects. This results in a projected net shortfall of \$7.0 million and a fiscal year-end available fund balance of \$16.9 million.

14. Public Utilities Commission – Water Operating Fund

The Water Operating Fund began the fiscal year with an available fund balance of \$53.1 million above the \$3.5 million appropriated in the budget. Revenues are projected to be under budget by \$24.6 million, due to a reduction in water consumption, lower cash balances, and declining interest rates. Expenditures are expected to be under budget by \$4.1 million due to completed and closed projects, non-personnel savings, and salary savings, offset by higher electricity costs. This results in a projected net shortfall of \$20.5 million and a projected fiscal year-end available fund balance of \$32.6 million.

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SUPERIOR COURT OF CALIFORNIA
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GRAND JURY

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400 MCALLISTER ST., ROOM 008
SAN FRANCISCO, CA 94102
TELEPHONE: (415) 551-3605

May 7, 2010

Supervisor David Chiu, President
San Francisco Board of Supervisors
#1 Dr. Carleton B. Goodlett Place
City Hall, Room 244
San Francisco, CA 94122

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BY _____
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Dear Supervisor Chiu:

The 2009-2010 San Francisco County Civil Grand Jury will release its report to the public entitled "Sharing the Roadway: From Confrontation to Conversation" on Wednesday, May 12, 2010. Enclosed is an advance copy of this report. Please note that by order of the Presiding Judge of the Superior Court, James J. McBride, this report is to be kept confidential until the date of release.

California Penal Coded Section 933.05 requires the responding party or entity identified in the report to respond to the Presiding Judge of the Superior Court, within a specified number of days. You may find the specific day the response is due in the last paragraph of this letter.

For each Finding of the Civil Grand Jury, the response must either:

- (1) agree with the finding; or
- (2) disagree with it, wholly or partially, and explain why.

Further as to each recommendation made by the Civil Grand Jury, the responding party must report either:


- (1) that the recommendation has been implemented, with a summary explanation of how it was implemented;
- (2) the recommendation has not been implemented, but will be implemented in the future, with a time frame for the implementation;
- (3) the recommendation requires further analysis, with an explanation of the scope of that analysis and a time frame for the officer or agency head to be prepared to discuss it (less than six months from the release of the report); or

22

(4) that the recommendation will not be implemented because it is not warranted or reasonable, with an explanation of why that is. (California Penal Code sections 933, 933.05)

Please provide your responses to the Findings and Recommendations in this report to the Presiding Judge of the Superior Court, Hon. James J. McBride, not later than Monday, August 9, 2010, with an information copy sent to the Grand Jury Office at the above address.

Very Truly Yours,


Leslie A. Koelsch, Foreperson
2009 -2010 San Francisco Civil Grand Jury

cc: Members of the Board of Supervisors
Angela Calvillo, Clerk of the Board

2009-2010 Civil Grand Jury
City and County of San Francisco

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Sharing the Roadway: From Confrontation to Conversation

Report Released: May 2010

Purpose of the Civil Grand Jury

California state law requires that all 58 counties impanel a Grand Jury to serve during each fiscal year (Penal Code section 905, California Constitution, Article I, Section 23). In San Francisco, the presiding judge of the Superior Court impanels two grand juries. The Indictment Grand Jury has sole and exclusive jurisdiction to return criminal indictments. The Civil Grand Jury scrutinizes the conduct of public business of county government.

The function of the Civil Grand Jury is to investigate the operations of the various officers, departments and agencies of the government of the City and County of San Francisco. Each civil grand jury determines which officers, departments and agencies it will investigate during its term of office. To accomplish this task, the grand jury is divided into committees, which are assigned to the respective departments, or areas, which are being investigated. These committees visit government facilities, meet with public officials and develop recommendations for improving City and County operations.

The 19 members of the Civil Grand Jury serve for a period of one year from July through June 30 the following year, and are selected at random from a pool of 30 prospective grand jurors. During that period of time it is estimated that a minimum of approximately 500 hours will be required for grand jury service. By state law, a person is eligible if a citizen of the United States, 18 years of age or older, of ordinary intelligence and good character, and has a working knowledge of the English language.

Applications to serve on the Civil Grand Jury are available by contacting the Civil Grand Jury office:

- by phone (415) 551-3605 (weekdays 8:00-4:30)
- in person at the Grand Jury Office, 400 McAllister Street, Room 008, San Francisco, CA 94102.
- online by completing the [application](#) at

<http://www.sfsuperiorcourt.org/Modules/ShowDocument.aspx?documentid=1988>

State Law Requirement

Pursuant to state law, reports of the Civil Grand Jury do not identify the names or identifying information about individuals who provided information to the Civil Grand Jury.

Departments and agencies identified in the report must respond to the Presiding Judge of the Superior Court within the number of days specified, with a copy sent to the Board of Supervisors. As to each finding of the Civil Grand Jury, the response must either (1) agree with the finding, or (2) disagree with it, wholly or partially, and explain why. Further, as to each recommendation made by the Civil Grand Jury, the responding party must either report (1) that the recommendation has been implemented, with a summary explanation of how it was implemented; (2) the recommendation has not been implemented, but will be implemented in the future, with a time frame for the implementation; (3) the recommendation requires further analysis, with an explanation of the scope of that analysis and a time frame for the officer or agency head to be prepared to discuss it (less than six months from the release of this report); or (4) that recommendation will not be implemented because it is not warranted or reasonable, with an explanation of why that is. (California Penal Code, Sections 933, 933.05.)

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PURPOSE OF THIS REPORT

The purpose of this report is to focus City attention on identified barriers to the successful implementation of the San Francisco Bicycle Plan: serious mistrust, conflict and misunderstandings among City stakeholders including motorists, cyclists, and pedestrians. To move towards everyone seeing him/her self as part of the community sharing the roadway, the Jury recommends actions and amendments to the San Francisco Bicycle Plan.

I. SUMMARY

The San Francisco Bicycle Plan (Plan) endeavors to "make bicycling an integral part of daily life in San Francisco" with a goal to "increase safe bicycle use." The objectives of the Plan are to increase the daily number of bicycle trips, develop improved bicycle use tracking, and address the rate of bicycle collisions. The Jury reviewed the Plan and focused on the issues of education, enforcement, and equity. The actions and attitudes of travelers incorporating all modes of roadway use have a direct bearing on the success of the Plan. Motorists and cyclists must come to a greater understanding of each other's requirements, abilities, and responsibilities as they share the byways of the City and County of San Francisco.

Education can bridge the mistrust, misunderstanding, and misperception motorists and cyclists have of each other, and shift toward a more unified cultural perspective and coexistence on the streets. Safety and mutual respect are key topics to address, and can be delivered in a positive fashion through a broad range of media formats.

Enforcement of traffic codes is seen by most advocates of cycling as absolutely essential to raise the level of safety and thereby encourage more travelers to opt for bicycle use. The San Francisco Police Department (SFPD) has a critical role to play, as their experience and leadership enable them to target enforcement of the violations which most impact predictability and/or render the most severe consequences. During the development of the Plan, the participation of the SFPD has been minimal, causing inconsistent and incomplete directives and procedures, frustration over mixed messages and lack of community support. Such a vital element as the SFPD must play an active role in the improvement and implementation of the Plan.

Equity, defined as perceived fairness, is essential to the successful formation of bicycle policy on a citywide basis in a densely populated urban area.

II. INTRODUCTION

At the turn of the 20th century, streets were shared by horse-drawn vehicles, streetcars, pedestrians, pushcart vendors, and children at play. The new automobile disrupted the status quo. Anti-jaywalking or anti-pedestrian campaigns were accepted by citizenry as a

way to "get with the times." In a San Francisco safety campaign of 1920, pedestrians found themselves pulled into a mocked-up outdoor courtroom and lectured on the perils of jaywalking (Donnan, 1920, in Norton, 2007). By 1930, motorists forced pedestrians from the streets, and supremacy of the automobile reigned (Norton, 2007).

Street rivalries are not a new phenomenon. For well over a century, ever since the invention of the velocipede, patented in 1866 by Pierre Lallement, another means of transportation entered the fray.

Bicycles are here to stay and form an integral part of daily life in San Francisco. Today we ask how can the motorist and cyclist safely share the road without confrontation? To whom do the streets belong? How can the conversation begin?

The bicycle community frequently refers to the Six E's. These elements are important in addressing the needs of the community. Originally four elements, they have recently been expanded to six to recognize the importance of equity and evaluation. The San Francisco Bicycle Plan, written in 2006, addresses the original four elements. The Jury has reviewed the Bicycle Plan and finds that the Plan is workable so far, but it makes recommendations for improvement, specifically to the education, enforcement, and equity elements.

THE SIX E's Engineering Education Enforcement Encouragement Evaluation Equity

III. METHODOLOGY

The Civil Grand Jury's investigation consisted of a review of confidential interviews, correspondence, documents, literature, local and national data, newspaper articles, letters to the editor, and Internet sites. (See Section XIII: Appendix A: References.)

The Civil Grand Jury commenced its investigation in July 2009. It conducted interviews with officers, employees and citizens from the following:

- Doctoral Students, Department of City & Regional Planning, Safe Transportation Research and Education Center University of California, Berkeley
- Livable Cities
- San Francisco Bicycle Advisory Committee
- San Francisco Bicycle Coalition
- San Francisco Controller's Office

- San Francisco Municipal Transportation Agency
- San Francisco Police Department
- San Francisco Superior Court Collaborative Justice Department
- Superior Court of San Francisco Traffic Court
- University of California, Davis, Transportation and Parking Services

IV. INVESTIGATION

Attitudes/Perceptions

A November 5, 2009 article about San Francisco's cycling habits was published in the New York Times. Scott James concluded, "Just try to talk about obeying traffic laws and suddenly the loveliest eco-friendly riders are instantly transformed into venom-spewing bike bullies. I was warned several times not to write about this or risk being publicly vilified as an enemy of the bike world."

In response to Scott James's article (<http://sfcitizen.com/blog/tag/scott-james>, November 6, 2009) one Internet site contributor writes, "Scott James has a tiger by the tail with 'San Francisco's Cyclists Facing Backlash for Flouting Rules of the Road.' You see, he doesn't just talk about cyclists blowing stop signs at speed, he goes and documents it, all judgmental like. Then he posts it on the YouTube for *tout le monde* to see. That's going to rub some peoples' fur the wrong way."

Similar perceptions and attitudes toward cyclists and motorists can be followed in numerous blogs, letters to the editor, and in a multitude of Internet sites. Reviews of recent letters to the editor in local newspapers are typically written by non-cyclists displeased with some encounter with a cyclist. The titles of the letters are indicative of their frustration: *Don't Run Me Down* (July 9, 2009); *Obey the Rules of the Road* (July 13, 2009); *Bike Arrogance* (July 13, 2009); *Out of Control* (July 13, 2009); *Watch Out* (July 13, 2009); *A Bicycle Free-for-All on Market* (October 1, 2009); *The Road Has Rules* (October 5, 2009); *Surviving Streets of San Francisco* (October 22, 2009); *Pedestrians, Beware* (October 22, 2009); *Ticket the Bad Bicyclists* (November 3, 2009); *Critical Mass: You're Not Helping* (November 6, 2009); *Ride and Bike Safely* (November 6, 2009); *I'm a Bike Victim* (November 20, 2009); *Off the Sidewalk* (November 24, 2009); *Bicycles are Dangerous* (December 13, 2009); Letter to the Editor response to *Critical Mass' Naked Spirit Rides On* (January 2, 2010); and *Watch Out, Angry Cyclist* (February 14, 2010). Two recent columns by Jon Carroll address the issue motorists and cyclists: *When You're Riding at Night, Wear White* (October 22, 2009); and *Why Can't We All Just Get Along?* (November 10, 2009).

A weekly San Francisco Chronicle Poll (December 12, 2009) inquired, *Do we need new laws to reduce tensions between motorists and cyclists?* While it is recognized that this is not a scientific study, but only a tabulation of readers' response, the results are interesting. The answers to the question: "No, obey the laws we have" registered 44.0% of the total 489 responses. "No, get cyclists off the road" rated 24.7% of the responders; followed by

19.6% who agreed with "Yes, and clarify the rights of cyclists" and 11.7% who agreed with "Yes, traffic laws are to maintain traffic flow, not protect cyclists."

A cyclist (Splork, undated) expresses his thoughts from the viewpoint of a cyclist in *I Am a Cyclist: An Open Letter to Car Drivers Everywhere*. It reflects the many concerns voiced by cyclists to the Civil Grand Jury about tensions arising from the sharing of the roadway.

I am a cyclist. I get on my bike and go for a pedal as time allows. I do it because it is what I do for exercise and recreation. I like the freedom. I like the rhythm. I love everything about it, except one thing: People driving cars.

I am under constant siege by people in cars. When I go for a bike ride I am typically alone. I try to go out when the traffic is at a minimum. I stay as far to the right on the road as I can without inflicting another kind of danger to my health. I am simply a man on his bike. Unfortunately I am not safe.

So what is it about a guy, or gal, on their bike that causes so much aggravation to people who drive cars? Is it jealousy? 75% of Americans are overweight. I'm not. The people I know who ride bikes are certainly not. Odds say that 75% of the people aggravating me on my bike are overweight.

Is it because we look different? I wear a helmet. I don't have a couple of thousand pounds of a metal shell protecting me. I wear tight shorts with padding in the seat. Why? Because it make[s] the activity more comfortable and it's hard enough to fight through the wind without baggy shorts flapping around. I wear gloves. Ever taken a fall at 20 miles an hour? The first thing that happens is you put your hand out to cushion the impact. Know how long it takes for road rash to heal on the palm of your hand? A long time. And it hurts. I wear sunglasses just like you. You wear them to keep the sun out of your eyes and to look cool. I wear them to keep the sun out of my eyes, to look cool and to keep debris out of my eyes. I wear a shirt with pockets in the back. It's my glove compartment.

People tell me they are mad at cyclists because they get in their way when they are driving. I'm sorry that I am going 18 mph in a 30 mph zone that you want to go 45 mph in. It's tragic. Wait for a safe place to pass. But why would you give me the one finger salute as you go by? Why do you need to throw your half empty water bottle at me? Why do you need to fling your cigarette butt at me when you pass? I don't think you'd do the same to someone in their car. Why the disrespect?

And why are you so impatient that you can't even pass me when it's safe? Do you have to be in such a hurry as we both crest a hill that you endanger yourself, a driver in the other lane and me as you pass to the left on a little country road, as we go over that hill? Why so impatient?

Why do you feel like you have to speed by me at 55 mph when neither of us have a shoulder to travel on? Even worse, why do you have to play chicken with me to see how

close you can get to me? I think 2-feet at 55 mph is a little close don't cha think? If you slow down and give me a little room then you can simply speed back up when you get around me safely. Is it that hard to press back down on the accelerator? Why is 5-10 seconds so precious out of your life that you are willing to sacrifice mine for it?

Why the hatred? I am riding a bicycle. I don't pollute. I don't use any gasoline in my travels. When you pass me by in your dual-king cab V-8 pickup truck towing a boat, you should be thanking me that I'm not using any gasoline in my recreational activity that you are, and will be, using. You would rather throw your fast food wrapper at me instead and tell me to get off the road. The very road that my tax dollars helped pay for too.

And by the by kind driver. It is absolutely and completely legal for me to ride my bicycle on the roads. It is absolutely not legal (in most communities anyway), to ride a bicycle on the sidewalk. So stop telling me to get on it! It's a sideWALK. Not a sideCYCLE. If we get on the sidewalk we get yelled at by the walkers. We get on the road and get harassed by drivers. I like to go fast anyway so I'll stick to the roads.

Tell your governments to build shoulders, at least, on the roads they build. Governments do not want to spend the money on bike lanes because they say no one will use them. Yet, when you ask people why they don't ride their bikes they say there aren't any place safe to do so. Catch-22 if I've ever heard one.

So I brought up legal stuff. Yes, I know you have all seen the cyclist that blew through the red light. Or didn't stop at the stop sign. Or was riding four abreast with his crew keeping you from being able to pass comfortably. These cyclists are jerks. No doubt about it. And since you never speed or do a rolling stop through a stop sign, I'm sure you are justified in getting huffy with these two-wheeled miscreants, right?

I see a lot of things when I ride my bike. You might be amazed at the number of fresh beer cartons I see on the side of the road during my early morning Saturday bike ride. Lots of people in cars are pigs in other ways. Cigarette butts adorn our roadways like you wouldn't believe. Litter is still a problem. I think if more people got out of their car they wouldn't be so quick to chuck stuff out of their windows....

When I'm riding my bike I feel smug. This past weekend I had the amazing opportunity to follow behind a hawk soaring 50 feet above me for like a quarter of a mile. It was beautiful. I'm glad people in cars never get that experience.

When I ride my bicycle I have to ride perfectly. Particularly on the Tennessee roads I ride on. There are no shoulders. The roads are built for 1930-40's farm traffic, not suburban dwellers driving around in their Suburban gasoline chuggers. If I make a mistake it puts me in the path of a vehicle behind me that isn't giving me much room to work with anyway. Car drivers aren't worried about being perfect. Why, they have too much stuff going on: Unwrapping a Big-Mac, getting the DVD spun up for the twin spawn in the back seat, texting their boyfriend the location of the par-tay, lighting up that

cigarette or fumbling about with the iPod, all at a comfy speed of 50 MPH in a 35 MPH speed zone.

The problem is, if I'm not perfect I pay for it with my life. If you aren't perfect, I pay for it with my life. It doesn't matter if you are right or I am wrong, or I am right and you are wrong, when it comes to sharing the road, the cyclist always, always, always loses. Always.

The next time you drive by me and decide it would be a great time to throw your soda can out the window in my path, consider if you would like for me to throw the same can at you when you are walking into the Feed and Choke for your 5 o'clock feeding. I doubt you would be very amused. I am certainly not amused at your antics that you perform from your car when I am riding my bicycle. A little respect would be really cool.

And for those of you who drive by at a reasonable speed and distance, who give a little wave and maybe a little knowing smile: It does not go unappreciated or unnoticed. Thank you. Believe me, we see and notice everything.

A study conducted at the University of Strathclyde (Glasgow, Scotland) in 2002 (Basford, *et al.*) examined drivers' perceptions of cyclists. When respondents were asked to specifically focus on cyclists, associations with them were found to be predominately negative. Positives of cycling regarded by drivers were that:

- Cycling was healthy and had personal and environmental benefits, and
- Cyclists were brave to cycle in motorist traffic despite the lack of any real protection

The negative descriptors associated by motorists to cycling or cyclists were:

- arrogant
- dangerous
- despised
- erratic/unpredictable
- inconvenient
- irresponsible
- vulnerable

In additional investigation, respondents were also asked to describe an "ideal cyclist." An ideal cyclist was found to be one who was responsible, exhibited awareness and courtesy toward other road users, and abided by the Highway Code as motorized vehicles are required to do. Drivers felt that cyclists who wore helmets and had working lights, reflectors, and mirrors were more likely to act responsibly (Basford, p. 9).

Overall, drivers perceived cyclists as posing problems. The main cause was unpredictability of cyclists' behavior. Secondly, drivers saw the underlying unpredictability as stemming from attitudes and limited competence of the cyclists

themselves, not the difficulty of the situations that cyclists are often forced to face on the road (Basford, p. 13). The study had three major recommendations (Basford, p. 31):

- Improve roadway design
- Raise awareness
- Increase enforcement

Tensions between the police and the cycling community are apparently considerable. To support this statement, here is a comment from Leah Shahum, Director of the Bicycle Coalition (sf.streetsblog.org, December 4, 2009) regarding the actions of police after an accident between a motorist and a cyclist: "It's not only deeply disturbing that this bias against bicyclists still exists within the SF Police Department, but I believe it is illegal, given the Department's responsibility to uphold the law fairly and without personal bias. Chief Gascon should make it a priority to educate his officers and hold them accountable. Without leadership from the new Chief, there is no doubt in my mind that bicyclists will continue to bear the brunt of a dangerously biased police force. In this day and age, San Francisco cannot turn a blind eye to this."

The relationship between the police and some cyclists can be gleaned from a review of complaints submitted to the Office of Citizen Complaints (OCC). The Office of Citizen Complaints was created as a separate city department by an amendment to the San Francisco City Charter (Section 4.127) in 1982 and placed under the direct supervision of the Police Commission. The mission of the Office of Citizen Complaints is to "promptly, fairly and impartially investigate complaints against San Francisco police officers and make policy recommendations regarding police practices." It is staffed by civilians who have never been police officers in San Francisco.

The Civil Grand Jury obtained data regarding forty-two OCC complaints filed against police officers by cyclists between February 27, 2008 and July 2, 2009. The types of complaints are as follows: unnecessary force; parking in bike lane; cited without cause; detained without justification; pat searched; inappropriate comments; drove unsafely; false statements; incomplete accident report; failed to report a traffic stop; failed to take appropriate action; improper crowd control; failed to investigate; threatened; inappropriate behavior; failed to follow a General Order; failed to take required action; and failed to provide medical attention.

Twenty-six (61.9%) of the complaints were dismissed due to insufficient information or lack of witnesses. Twelve (28.6%) of the police officers were found to have acted appropriately. One case was referred to another agency. The Office of Citizen Complaints upheld the remaining three cases, or 7.1% of the complaints. Two were due to technicalities or failure to follow a specific General Order and the third involved a motorcycle officer who made an improper left turn in front of a cyclist. Thus, a small percentage of complaints (7.1%) over a sixteen-month period was sustained.

Police officers report (Interview, December 2009) that of all the complaints filed against them, one percent are from motorists and twenty to thirty percent are from cyclists.

Officers commented that the potential for complaints from cyclists makes them reluctant to cite cyclists.

Summary: Attitudes and Perceptions

It appears from review of the literature and comments from interviews that the jury conducted, that motorists see cyclists as arrogant, dangerous, despised, erratic/unpredictable, inconvenient, irresponsible, and vulnerable. Cyclists are viewed by many non-cyclists as not paying their fair share. Cyclists see motorists as an impediment, selfish, materialistic, causing world havoc with financial systems and the environment. Cyclists embrace riding because it is good for the environment, the economy (including theirs) and the exercise. Cyclists love freedom and the lack of any fees or fines. Some police comment that the potential of complaints from cyclists makes them reluctant to cite cyclists for violations. Many bicycle community members view the police as biased against cyclists, and believe the police need to uphold the law fairly.

If San Francisco truly wants to increase responsible bicycle use, it will need to solve the issues of anger, misunderstanding, and mistrust between motorists and cyclists, and increase everyone's view of shared responsibility on the roadway. Addressing these issues will ease the conflict regarding facilities and the network of bike lanes, targeted enforcement and education. This effort will help develop a culture in which everyone regards himself/herself as a part of the community, as well as a cyclist or as a motorist.

Education and Enforcement/The San Francisco Bicycle Plan

*The San Francisco Bicycle Plan*¹ (Plan) (June 2009) recognizes bicycling as a "critical component to improving the future health and prosperity of San Francisco." (*San Francisco Bicycle Plan*, 2009). The Plan views bicycling as an integral part of daily life. The Plan's goals are (Plan, 2009, p. ii):

1. Refine and expand the existing bicycle route network
2. Ensure plentiful, high-quality bicycle parking
3. Expand bicycle access to transit and bridges
4. Educate the public about bicycle safety
5. Improve bicycle safety through targeted enforcement
6. Promote and encourage safe bicycling
7. Adopt bicycle friendly practices and policies
8. Prioritize and increase bicycle funding

In 1982, bicycle policies were added to the San Francisco General Plan: Transportation Element. The Department of Parking and Traffic (DPT) published the first San Francisco Bicycle Plan in 1997, which established an official network and policies to support bicycling. In 2001, DPT amended and re-adopted the Plan. The County Transportation Authority (CTA), the Planning Commission, the Citizens' Advisory Council (CAC), the Board of Supervisors (BOS) and the Mayor approved the 2005 Plan. The BOS adopted the Plan framework on June 27, 2006 by Ordinance No. 109-05. An Environmental

Impact Review (EIR), required as a result of a lawsuit, was completed in November 2008. The Plan EIR was certified and California Environmental Quality Act (CEQA) findings were subsequently approved. The MTA Board approved the projects in June 2009. As of this writing, the three-year old injunction prohibiting the implementation of the Plan, which prevented all physical improvements for bicycles, has been partially lifted.

Acknowledgement of various agencies, committees, boards, consultants, and government officials in the development of the June 26, 2009 Plan includes a list of 119 individuals: Mayor, Board of Supervisors; former supervisors; SFMTA Board of Directors; San Francisco County Transportation Authority staff; former San Francisco CTA staff; San Francisco MTA staff; former San Francisco MTA staff; an Oversight Committee (including members of Planning, Office of the Mayor, MTA, San Francisco Bicycle Coalition, and Transportation for a Livable City); a Technical Advisory Committee; San Francisco Bicycle Advisory Committee Bicycle Plan Review Task Force; San Francisco Bicycle Advisory Committee; former BAC members; San Francisco Bicycle Coalition; and a Consultant Team (Alta Planning & Design, Parisi Associates, and Pittman Associates). Not all stakeholders were represented. One police officer served on the Technical Advisory Committee. Pedestrians, public transit riders, non-cyclists and motorists were not represented.

In an effort to address the conflicts between motorists and cyclists, the Civil Grand Jury focused on two of the Plan's goals: Education and Enforcement. To this end, the Civil Grand Jury interviewed individuals from the San Francisco community, including members of the San Francisco Police Department, San Francisco Municipal Transportation Agency, the San Francisco Bicycle Coalition, the San Francisco Bicycle Advisory Committee, and the Livable City program. In addition, the Jury interviewed individuals from other cities and college campuses as well as doctoral candidates in city and regional planning and safe transportation/research. It reviewed numerous documents and data related to cycling.

Transportation-to-work bicycle usage in San Francisco has increased from 2.3% in 2007 to 2.7% in 2008. The 2009 Bicycle Count Report (SFMTA, 2010) indicates an 8.5% increase over 2008 to 2.9%. The methodology for collecting this data is designed to help identify trends and is not meant to measure that exact number of cyclists. It should be noted that the counts are done in the first three weeks of August when the weather is typically dry and longer periods of daylight encourage bicycling. Thirty-five counts were conducted between 5:00 and 6:30 PM at thirty-three locations. Twenty MTA part-time interns were available to do the counts. Some streets have had much higher than an 8.5% increase such as 11th and Market (48.3% increase from 2006). The American Community Survey (ACS) is a nationwide survey and a critical element of the U.S. Census Bureau's census program. ACS collects and produces population and housing information every year instead of every ten years. ACS shows the percentage of trips to work in 2000 at 2.1%; 2003 at 1.9%; 2006 at 2.5%; 2007 at 2.7%; and in 2008 at 2.9%. The estimated percentage of all trips by bicycles in San Francisco (2008) is 6.0% (SFMTA, 2010).

Education

The Education Chapter of the *San Francisco Bicycle Plan's* (Plan) focus is to educate the public about bicycle safety. The objectives are to create, fund and implement (Plan, 2009, p xi):

1. Bicycle safety curricula for the general public and targeted populations
2. Bicycle safety outreach campaigns for motorists, bicyclists, and the general public

To this end, the action plan (p. xi) recommends the following:

- Provide SFMTA bicycle safety information to diverse age, income and ethnic populations
- Provide SFMTA bicycle safety information in multiple languages
- Partner with other agencies to distribute SFMTA bicycle safety educational materials
- Work the SFPD to create a bicycle traffic school curriculum as an option in lieu of other pecuniary penalties for traffic law violations
- Increase SFMTA participation in Bike to Work Day activities
- Implement new outreach campaigns for improved bicycle facilities
- Develop SFMTA bicycle safety classes for city employees
- Develop an SFMTA bicycle safety workshop for transit vehicle and other large fleet-vehicle operators
- Develop bicycle education curricula for use in the San Francisco Unified School District and San Francisco public colleges.
- Work with the SFPD to promote a transportation curriculum in lieu of driver's education at city high schools

Training Materials

San Francisco Municipal Transportation Agency's 51-page *Bicycle Guide* is comprehensive as it covers a bicycle equipment check; general bicycle rules; traffic lane intersections and turn information; riding in bike lanes; riding on bike routes; bicycling at night; riding in rain and fog; riding near streetcars; trucks and busses; bicycle route signs; full use of lanes; parking; bikes on transit; helmets; avoiding collisions and injuries; grates, plates, trenches and potholes; collision information; the Co-exist Outreach campaign; bicycle safety information; the Waller Street bicycle learning area; parts of the bicycle; bicycling sizing and fit; gearing and shifting; brochures and publications; and important telephone numbers and Internet links.

In comparison to the SFMTA comprehensive *Bicycle Guide*, the Civil Grand Jury reviewed two documents that are used for training purposes for the police in basic bicycle skills and tactics. There is little correlation between the SFMTA document and the police training material. The SFMTA information is timely and current; the police training materials are outdated and incomplete. Current SFPD training materials that are aimed at training police do not have materials on controlling bicycle traffic.

The first police training document is the *Basic Bicycle Patrol Skills and Tactics*, a three-day course. The material is undated, but appears to have been written in the 1990s. The Table of Contents lists four chapters: I. Safety Policy/Course Objectives/Assembly Bill 2499 (1994). II. Course Outline. III. Physical Maintenance. IV. ABC Quick Check/Riding Techniques/Enforcement Procedures. These four chapters contain information about AB 2499 (1994) which is a one-page review of the Vehicle Code; two Department Bulletins from 1998 signed by Chief Fred Lau; fifteen pages of conditioning and training (for riding bicycles); one page of stretching exercises; one page on calculating heart rate; six pages on a nutrition primer; and nine pages on pre-ride inspection or the *Air, Brake, Crank (ABC) Quick Guide*. The enforcement procedures consist of eleven pages of items such as stealth technique, slide technique, slow riding techniques, negotiating curbs, descending curbs, panic braking/stopping, mounting and dismounting, remounting techniques, ascending stairs, descending stairs, suspect apprehension techniques, basic formations, intersections, commands, and riding in the rain. It is unclear why these topics fall under the heading of enforcement.

The second document, *10-Hour Bicycle Patrol Skills Course*, is also undated, but follows much of the same content as the above document. However, it contains six pages concerning the California Vehicle Code related to bicycles dated April 2002.

One source for updating the current police training materials is the State of California Commission on Peace Officer Standards and Training (POST) program established by the legislature in 1959 to provide support for police selection and training standards. POST funding comes from the Police Officers' Training Fund, which receives moneys from the State Penalty Assessment Fund. The POST program is voluntary and incentive-based; it is an information center that includes identifying trends and emerging needs to enable law enforcement to focus on and address society's changing issues. While numerous course offerings are virtually identical to the material in the SFPD manuals, it appears that the POST materials are current. POST has a procedure for suggesting modification to existing content of coursework.

Much literature and many materials exist related to Bicycle Education, so many that listing them here is not feasible. Many websites such as those developed by the San Francisco Bicycle Coalition, the Bicycle Advisory Committee or the San Francisco Municipal Transportation Agency are easily accessed online. Another recommended site for extensive cycling information is the League of American Bicyclists, which has extensive information regarding coursework and instructors by state, an instruction information section for instructors, and education videos. It provides current information regarding advocacy, bicycle community, and events.

The San Francisco Police Department and the Bicycle Coalition cooperated on the production of a video regarding safe cycling which can be viewed at http://www.sfbike.org/?bikelaw_sfpd_video. Excellent resources include an internal training video produced by the Portland (Oregon) Police Bureau (October 2009) ([http://bikeportland.org/2009/10/07/portland-police-release-new-bicycle-traffic enforce-](http://bikeportland.org/2009/10/07/portland-police-release-new-bicycle-traffic-enforce-)

ment-training-video/). In the fall of 2009, the Chicago Police Department released a training video for its traffic enforcement officers. The video can be viewed at http://www.chicagobikes.org/video/index.php?loadVideo=police_training_2009.

Insurance

Not all cyclists are aware of the availability and the importance of property and liability insurance. Attorneys who represent cyclists in property and injury accidents frequently promote cyclist insurance.

According to San Francisco Examiner (August 11, 2009) reporter Danny Workman, bicycle owners are forced to cobble together at least three different types of insurance to approximate coverage under a comprehensive bicycle insurance policy.

- Insurance for the bicycle itself against damages or theft
- Medical protection for injuries to the bicyclist in case of an accident
- Third-party liability insurance that covers injuries and damages to another person or property

Bicycles are predominantly insured through the purchase of homeowners or renters insurance policies. While policies vary, most cover broad protection for personal possessions, liability and additional living expenses. According to the Insurance Information Institute (III)(<http://2.iii.org/index.cfm?instanceID=242793>):

Standard homeowners and renters insurance protects personal belongings against damage from fire, smoke, theft, water, lighting, vandalism, explosion, windstorm, and other disasters listed in the policy. Floods and earthquakes are not covered.

Bicycles have benefited from greatly improved technology making them light weight and durable. These improvements have increased the value of bicycles, particularly those used for daily commuting. This increase in value may require that bicycles be scheduled on an insurance policy, as are other high value items such as jewelry.

According to the III, Standard renters' and homeowners' insurance policies provide liability protection against lawsuits for bodily injury or property damage that policyholder and family members cause to other people. The liability portion of most policies pays for both the cost of defending the policyholder in court and for court awards, up to the limit of the policy. Liability limits generally start at about \$100,000. Higher limits are available and common in the Bay Area. Higher limits can also be purchased through an Umbrella or Excess Liability policy, which provides higher limits and broader coverage. Generally, umbrella policies cost \$200 to \$350 a year for an extra \$1 million of liability protection.

According to the National Highway Traffic Safety Administration (<http://www.nhtsa.dot.gov/>), 714 people were killed while bicycling in the United States

in 2008, and approximately 52,000 were injured. No statistics are available on how many of these people were insured.

Major insurers have not reported an upward trend in bicycle related insurance and claims issues. The insurance industry tends to be quick to react to such trends. For example, dog owners are now either surcharged or cancelled by many insurers if they own dog breeds considered to be at higher risk to bite. So it is a fair assumption that bicycle related insurance trends have not reached this point for the insurance industry.

According to BikePortland.org, At-fault motor vehicle operators who have their own auto insurance should be liable for any damages to you and your bike. If you have auto insurance it will most likely cover a crash that you cause, even if you are on your bike. Problems arise when an uninsured motor vehicle operator and a person on a bike without auto insurance collide, or worse, in the case of a hit-and-run. Lack of insurance is also a problem in the case of single vehicle crashes, such as when you hit the light rail tracks at the wrong angle and go down. So what's a car-free, health insurance free, cycle-commuter to do? There is no outright equivalent to car insurance offered to those who don't own cars, but here are some ways our sources have found to fill in the hole.

The major gap is for cyclists who do not purchase homeowners', renters' or auto insurance. Market size statistics are not available for this subset of the cycling community, however it is reasonable to assume that this demographic is present in San Francisco. If a bicycle is involved in an accident with an uninsured motorist, damage to the bicycle and the rider are likely to fall to the rider in most instances. While the physical damage to the bicycle and related liability might be significant, the health insurance risk related to the accident could easily amount to a catastrophic financial loss to the completely uninsured rider and become uncompensated care to the healthcare provider.

There is some movement around the country to create alternative markets for uninsured cyclists. According to BikePortland.org, *The catch: in order for the plan to be affordable to its members yet not pose a serious financial risk to the underwriters, it would have to cover a large pool of members outside of the highest risk group — cycle-commuters with no other insurance options.* The insurance industry has historically avoided such risky market segments, preferring to offer products which are secondary or tertiary to other, more established insurance lines such as homeowners, auto and tenants lines.

In other countries such as the United Kingdom, Australia and New Zealand, specialist insurance programs have been formed to offer cyclists protection against repair, lost wages, supplemental medical expenses and other accident related perils. There is some evidence of attempts to replicate these insurance offerings in the United States, but there has been little success to date. With the growth in cycling, these insurance products will likely experience further market development and growth.

Summary: Education

The Jury supports the Plan's focus to educate the public about bicycle safety. The goals are to create, fund, and implement 1) bicycle safety curricula for the general public and target populations; and 2) bicycle safety outreach campaigns for motorists, bicyclists, and the general public. While excellent resources are currently available, many others are being developed that support the goals of the Plan. Police should be included in the development in order to update and bring relevancy to police training materials. Renters' insurance (property and liability) is available to cyclists.

Enforcement

Chapter V of the *San Francisco Bicycle Plan* addresses improvement in bicycle safety through targeted enforcement. The objectives (Plan, 2009, p. xiii) are to:

1. Increase San Francisco Police Department enforcement of motorist and bicycle traffic violations that pose the greatest threat to safety, and
2. Provide San Francisco Municipal Transportation Agency bicycle safety information to San Francisco Police Department staff and to those cited for moving violations that focuses on safe cycling, relevant traffic laws, and safe sharing of the roadway.

The Plan's course of action (p. xiii) is to:

- Work with the San Francisco Police Department on enforcement of motorist and bicyclist violations that most frequently cause injuries and fatalities
- Work to develop a "fix-it" ticket for equipment violations
- Work with the Police Department to share non-collision bicyclists citations with the SFMTA
- Work with SFPD and Superior Court of California to develop a bicycle traffic school as an option for those cited for moving violations
- Support efforts to change California Vehicle Code section 21754 (passing on the right) so that it applies to bicycles,
- Increase parking enforcement and fines for violations involving vehicles parking or double-parking in bicycle lanes.
- Post "no-stopping bike lane" signs along bicycle lanes
- Work with the SFPD to increase enforcement of the prohibition of operating motorcycles in bicycle lanes.

Traffic Enforcement

Specific to the enforcement of motorist and bicycle traffic violations, the Civil Grand Jury reviewed the San Francisco Traffic Code, SFPD General Orders and Department Bulletins, and the California Vehicle Code. CVC 21200 states, "Every person riding a bicycle upon a highway has all the rights and is subject to all the provisions applicable to

the driver of a vehicle..." SFPD General Order 9.01 sets policies and procedures regarding, in part, traffic enforcement and moving violations.

While a motorist is granted a privilege from the State to operate a vehicle on the public byways, a cyclist or a pedestrian does not require such a specific grant. A motor vehicle license and an operator license are required and are subject to revocation. This forms a basis for compliance. Pedestrians and cyclists are not subject to licensing and conditional usage, and therefore do not bear the same consequences for their failure to comply. CVC 12951 requires that an operator of a motor vehicle shall have a valid driver's license in his/her possession at all times when driving a motor vehicle upon a highway. It is also required that the driver present his or her license for examination upon demand of a peace officer enforcing the provisions of this code. Both a motorist and a cyclist are subject to arrest when he/she fails to present a driver's license or other satisfactory evidence of identity for examination (CVC 40302). A cyclist is required by law to correctly identify him/herself and produce either a driver's license or its "functional equivalent." This means some form of government-based identification that "bears the person's photograph, physical description, current mailing address, and signature, and is serially or otherwise numbered."

Failure to identify oneself is usually a misdemeanor charge, in addition to the charge for the original traffic violation. A citation is in lieu of custodial arrest and is dependent upon the violator identifying him/herself as required by law. The arresting officer may have discretion as to whether to issue a citation or take the violator into custodial arrest (Mionske, 2007).

Licensing

Should cyclists be licensed to ride or obtain bicycle licenses? Some Universities such as University of California, Davis and the University of California, Berkeley, and some cities such as Santa Monica and Davis require bicycle licensing.

The Department of Motor Vehicles (DMV) accepts money for and provides registration stickers and forms to the agencies that request them. These are usually college campuses, fire and police departments, park and recreation services. Vehicle Code sections 39000-39011 give legal backing to those cities and counties which adopt a bicycle licensing ordinance or resolution, but the code sections do not really involve the DMV in the management of the registration program, as the cities and counties having a bicycle licensing ordinance or resolution maintain the records themselves. DMV only issues stickers to those who request them. It keeps no database (Email, DMV, Division of Traffic Operations, November 25, 2009).

The University of California, Davis, provides six reasons, which are fairly standard for most cities or campuses, why bicycles should be licensed: 1) theft prevention and recovery; 2) accident victim identification; 3) funding for bicycle programs; 4) low cost of licensing (maximum that can be charged is \$12 for a three-year license); 5) ease of registration; and 6) requirement of law (at UCD). This program is successful, as it is

estimated that 70% of bicycles on the UCD campus are licensed. Unlicensed bicycles are impounded or cited. A bicycle without brakes is also impounded. The advantages of licensing at UCD are that owners of a lost, stolen, abandoned, and/or an illegally parked bicycle can be identified. If a lock has to be cut or if a key malfunctions, assistance is provided; thieves tend not to steal registered bicycles (Interview, November 2009). The San Francisco Crime Laboratory warehouse is currently holding 600 unclaimed bicycles (San Francisco Chronicle, April 9, 2010). UCD holds auctions of unclaimed bicycles to raise funds for bicycle projects (Interview, November 2009).

The Civil Grand Jury considered recommending bicycle licensing as it is recognized by some as a tool for theft prevention and recovery, accident victim identification, moving violation identification, and funds for bike programs. The Jury, however, does not support licensing because the potential revenue generated would not cover the cost of administering the program as the state limits the charge to \$12 for a three-year license. Enforcement would be most challenging, and police time is better spent on enforcing current California Vehicle Code and Traffic Code violations. No database currently exists statewide upon which to build a theft recovery program. The stickers are so small that they cannot be read from a distance to support identification. Each cyclist, however, is required to produce some form of identification and can be cited for this violation.

A brief by the SFMTA Deputy Director of Transportation Planning regarding the licensing of bicycles and cyclists in San Francisco was prepared for the SFMTA Board of Directors on September 10, 2009. It is attached as Appendix B.

Citations

The Jury collected enforcement data from the County of San Francisco Superior Court Traffic Division (Traffic) and reviewed data recently published in the SFMTA City of San Francisco Bicycle Report (Bicycle Report, 2010). The jury looked at traffic fine collections for Traffic (moving violations) and collections of the Department of Parking and Traffic (DPT) for revenue comparisons. It analyzed specific types and frequency of traffic citations given to cyclists as well as fines and fees associated with bicycle citation and compared data to that of motorists. And lastly, it reviewed attitudes of the police and members of the bicycle community concerning ticketing of bicycle infractions.

The San Francisco Police Department issued a total of 204,673 moving violation citations, including 1,968 tickets to cyclists for the period January through December 2009 (Traffic, January 2010). Only 0.96% of the citations for moving violations were issued to cyclists.² Over ninety-nine percent of moving violations were issued to motorists in 2009. (See Appendix C for a breakdown of the 1,968 citations.)

The Jury believes that increased citations will lead to safer behavior by motorists, pedestrians, bicyclists, and motorcyclists. With increased enforcement, the Jury posits that collisions will decrease and safety will be enhanced. Therefore, increased enforcement should be a priority. A comparison of baseline and future data should provide the public with information about the rationale for and the efficacy of increased

enforcement. (Note: Adjustments to data may be indicated when transportation usage changes, e.g., increased bicycle or decreased automobile usage over time.) (See Appendix D for three tables concerning the top five causes of collisions of motorists and cyclists (and assignment of fault) in San Francisco, including the number of fatalities and injuries to motorists, pedestrians, bicyclists, and motorcyclists for the period 2001-2008).

Some violations of the Traffic Code and the California Vehicle Code registered as few as one citation in 2009 (e.g., CVC 21210--bicycle lying on its side on a sidewalk; CVC 21462--obey official traffic signal). Two citations in 2009 were due to violation of TC 30--proceeding wrong way down a one-way street. On the relatively high number of citations issued are the following examples. TC 96--bicycles restricted (907 citations); CVC 21201(d)--bicycle, during darkness headlight, red reflectors or rear pedal reflectors and side reflectors required (211); CVC 21353(a)--failure to stop at limit line at red light (192); CVC 21650.1--bicycle on roadway or shoulder required to be operated in same direction as motor vehicles (84); CVC 22450(a)--failure to stop at stop sign limit line (237); CVC 21201(a)--bicycle, single wheel brake required (23); and CVC 21950(a)--failure to yield to pedestrian in crosswalk (33).

The recently published Bicycle Report (2010) collected data on 1) riding on the sidewalk, and 2) riding the wrong-way. SFMTA interns counted 1,316 violations of riding on the sidewalk within forty-nine and a half (49.5) hours of observation in 2009. For the year 2008, the count was 1,179 violations within forty-eight hours. Violations have increased 7.6% from 2008 to 2009. The greatest number was 461 (1.5 hours of observation) at Cervantes and Marina Boulevards. This behavior may highlight perceived unsafe conditions by bicyclists. The San Francisco Police Department issued 907 citations (or approximately half of the citations issued during the 2009 year) for violation of TC 96 (bicycles riding on sidewalk) (Traffic, 2010).

Cyclists riding the wrong-way were much lower with 211 violations in forty-six and a half hours of observation in 2009. For 2008 there were 172 violations in forty-eight hours for an increase of 2.1%. The highest count was at 11th at Market with a count of forty within one and one half hours. San Francisco Police issued two citations during the 2009 year for Traffic Code 30 (proceeding wrong way down a one-way street). SFMTA states that it will continue to monitor riding on the sidewalk and riding the wrong-way on streets (Bicycle Report, 2010).

Cyclists riding to and from work increased 0.2% from 2008 to 2009 (Bicycle Report, 2010), yet these violations (observed during commute hours of 5:00 to 6:30 PM) increased 7.6% for riding on the sidewalk and 2.1% for riding the wrong-way on streets. Disparity exists between the observations of the SFMTA and the number of citations issued by SFPD. The increase in violations for riding on the sidewalk and riding the wrong-way may be due, in part, to two variables: 1) increase in the numbers of cyclists; and/or 2) failure to enforce the Traffic Code or California Vehicle Code, which in turn, may give tacit approval to violate the codes.

Helmet usage is at 69%. For previous years, it was 65% in 2006, 72% in 2007, and 67% in 2008. (SFMTA City of San Francisco 2009 Bicycle Count Report.) Thirty-one percent of the riders observed in SFMTA City of San Francisco 2009 Bicycle Count Report (January 2010) do not wear helmets. No citations were issued in 2009 by the San Francisco Police Department for violation of CVC 21212 (a): Person under 18 operating or riding as a passenger on a bicycle without wearing an approved helmet. Only one citation was given for violation of CVC 21235(c) for operation of a motorized scooter or bicycle without a helmet.

The fine for a bicycle infraction of the Traffic Code or the California Vehicle Code is \$25. In addition to fines, Court fees range from \$113 to \$149 for a total citation value of \$138 to \$174 (Traffic, January 2010). Fines for motorists are about ten or twenty times as costly. (Uniform Bail & Penalty Schedule, California Rules of Court, January 2009).

The Traffic Court actual revenue for 2008-9 was \$6,000,036 (line item 25110) for moving violations (Office of the Controller, March 1, 2010). (Traffic Court line item 25950, late penalties, realized \$483,219.) The actual revenue for moving violations is increasing (\$4,763,807 in 2005-6; \$4,963,628 in 2006-7; and \$5,403,656 in 2007-8). The revenue (2008-9) is distributed among the following per state code: Community Health Services (\$1,117,765); General Fund Unallocated (\$3,739,435); Police Department (\$1,124,102); and the Trial Court (\$18,734). The Police Department receives the Traffic Court late fees. (See Appendix E for Moving Violation Revenue 2006-2010.)

In contrast to the San Francisco Police Department issuance of citations and collections of fines, San Francisco Municipal Transportation Agency is responsible for parking related citations. (It is recognized that police have far more to address than moving violations and issuing a moving violation takes fifteen times as long to issue as a parking ticket (Interview, March 2010)). There are approximately 2000 police officers and 280 Parking Control Officers (PCO)). Department of Parking and Traffic (DPT) issued 1,932,416 citations (DPT, 7/13/09) for a total parking revenue of \$92,920,218. (SFMTA Finance Section, 9/10/09). This is an increase of 3.9% and 3.2% respectively over the prior year. SFMTA collected \$170,767,615 (2008) from meter fees, parking lot and garage fees, residential parking permits, and parking tickets.

Bicycle Traffic Court/School/"Fix-it" Tickets

The Bicycle Coalition suggests that there should be an opportunity to work a ticket off at a Bicycle Traffic School. This does not yet exist, but the Bicycle Coalition is working on such as plan. A Bicycle Traffic School is also a recommendation of the Plan.

For motorists, the California Vehicle Code 1808.7 mandates that only one (1) citation in an eighteen month period be masked from public view on a driver's record. In addition to any court fees, the school fees are \$20 to \$45. The bail and a \$52 administrative fee must be paid to the Court prior to completion. Classroom and online coursework are available. Only motorists receive points on a driving record.

There is no comparable traffic school option for cyclists. The Civil Grand Jury explored the possibility of a Community Justice Program for addressing infractions and was informed that the Community Justice Program does not address infractions. The County of San Francisco Superior Court Traffic Division does not have a Traffic Court/School or an option for bicycle citations. One of the objectives of the San Francisco Bicycle Plan is to "work with the SFPD and the Superior Court to develop and implement a bicycle traffic school program as an option for those cited for moving violations" (p. xiii). "Fix-it" tickets (p. xiii) are recommended when the citation involves such violations as riding without lights and/or reflectors or brakes. Citations for moving violations³ are an opportunity for bicycle-safety education for both motorist and cyclist.

Summary: Enforcement

Scott James, cited earlier in an article concerning attitudes and perceptions, reports "Tickets [to cyclists] remain rare in San Francisco, although rider-ship is up 53% since 2006, and with that boom has come a fairly rampant disregard for the rules of the road. Stop signs (and sometimes red lights) are routinely ignored" (NYT, 2009). To support his statement, a 40-minute videotape was made during rush hour at the four way stop at Duboce and Steiner. View it at <http://bayarea.blogs.nytimes.com/2009/11/06/the-backlash-against-cyclists/>. The result: seven cyclists came to a complete stop; fifteen paused; and ninety-one went right through the intersection. The Executive Director of the Bicycle Coalition is quoted in this article, stating, "We're eager for law enforcement to prioritize dangerous activity in the streets in relationship to the harm that it can cause."

Neither motorists nor cyclists receive a lot of citations, but motorists receive far more than bicyclists (99:1). On average, a police officer writes one cyclist citation a year and one motorist violation every three days. A police officer commented (Interview, December 2009) that the most aggressive officer in the department has had only twenty-seven cars towed (period not specified) while the average in most cities is three times that amount. San Francisco Municipal Transportation Agency and the San Francisco Police data diverge in what is observed (Bicycle Report, 2010) and what is cited (Traffic, 2010). The Bicycle Coalition is interested in prioritizing dangerous activity, and supports increased enforcement, as do many other bicycle groups.

The Jury believes all traffic laws should be subject to increased enforcement because they are the law. The Jury encourages the police to focus on the most reckless ("most serious") behaviors first. For bicyclists, this might include not stopping at red lights or stop signs or riding against traffic. For motorists, this might include speeding, running red lights, cutting off cyclists while turning, parking or standing in a bicycle lane, or passing bicyclists at a distance less than three feet.

A campaign to publicize increased enforcement is very important. The message from police and other city officials should be that the police are stepping up enforcement to help make the city streets safer for all street users, including bicyclists, pedestrians, and motorists, and that equal enforcement of the law will help improve trust and general relations between people using different types of transportation.

In addition, the publicizing should also emphasize that increased enforcement of bicycle and motorist laws related to bicycling is being complemented by (and is important for supporting) the city's efforts to provide better bicycle facilities and a more connected bicycle network throughout San Francisco.

Enforcement is important. The police have a role to play in ensuring that traffic laws are followed. Both motorists and bicyclists are required to follow the rules of the road (for their own safety and for the safety of all other roadway users). Prior to initiation of a stepped-up enforcement program, public outreach is good practice to make all roadway users aware that police would be watching traffic laws more closely for bicyclists and motorists.

Enforcement: Attitudes/Perception

The San Francisco police are trained to use discretion in enforcing motorist and bicyclist traffic violations (Interview, December 2009). The overriding principle for the police action is discretion, which was defined by the officers as "enforcing the spirit of the law, not the letter of the law." The determining factor in citing a motorist/bicyclist is the severity or impact of consequence of the infraction.

Police report a disparity of complaints received regarding their actions from motorists versus bicyclists. Only one complaint is generated from 100 motorist citations; twenty to thirty complaints out of 100 involve bicyclists. Because of the high incidence of complaints from a certain segment of the population, the police are reluctant to cite bicyclists. One reported that he was in a situation where he directed a cyclist to go around a taped-off crime scene at a shooting of three individuals on Market Street. The cyclists refused and went under the tape. He could not do much as he was on foot and essentially the cyclist "thumbed his nose," compromising a crime scene. Another officer admitted tension between groups, and that he has to deal with a dual system. He explained there are laws, and some violations are addressed and some are not. We sensed frustration on the part of the police officers reporting. Another police officer stated that they have certain beliefs about enforcement, but have to follow directives about what is important to do in light of the large responsibility they have. They understand the bicycle community and the political power it wields.

Many members of recognized bicycles groups support stronger police enforcement (Interviews, 2009-2010) of both motorists and cyclists. A prominent member of the bicycle community believes that the police should do more. They should issue citations, and they should show up in court so that the citation is not dismissed. Another member stated, "We are not above the law" (Interview, March 2010). Bicycle advisory organizations support the passage of Senate Bill 1475, contingent that the penalties being less severe than for motorists, (San Francisco Chronicle, April 8, 2010) which would prohibit cyclists from talking or messaging on cell phones while riding on streets.

Nevertheless, while advocating for more enforcement, the Bicycle Coalition website (http://sfbike.org/?bikelaw_ticket.faq) informs cyclists how to protest or "beat" a ticket. It says that if a citation does not get entered into the traffic court system, it essentially goes away. If the ticket is in the system, but if the citing officer does not show up at the courtroom for the hearing, the citation is dismissed. Either way, it recommends setting a court date and reporting for the hearing as most likely the matter will be moot. It advises that last year a new fine went into effect, so if one does not pay the ticket and it is in the system, there is an additional \$300 fine.

The Bicycle Coalition continues to inform cyclists that if the ticket that is issued doesn't indicate "bicycle," on the ticket, then the ticket can be fought on a technicality. Currently, moving violation tickets do not have a box for "bicycle." It has to be entered on the ticket. The Bicycle Coalition claims that police are not experts on the vehicle code as it relates to bicycle violations. And lastly, it advises not wasting one's time going to the Hall of Justice, but to call and see if the ticket is in the computer. Nothing happens unless it gets into the computer. The Bicycle Coalition says, "The cop's ticket book may get lost or dropped in a cup of Krispy Kreme coffee, for example." If the ticket doesn't get into the computer, it doesn't exist. If you bring the ticket in, it will get entered into the computer. After 180 days, it is a "dead ticket."

Summary: Enforcement--Attitudes/Enforcement

Members of the police department have shared their frustration regarding the mixed messages they receive regarding ticket enforcement and the lack of support they receive from the community and clear and focused direction from the Department. The bicycle community, for the most part, desires more police enforcement.

Equity

Equity, defined as perceived fairness, is essential to the successful formation of bicycle policy on a citywide basis in a densely populated urban area.

Do cyclists pay their fair share as they claim? The bicycle community for the most part believes that:

- Bicycles are a low impact vehicle
- Cycling should be encouraged as any further financial contribution would act as a deterrent
- Fair share of taxes is paid through local and state sales taxes including the ½ cent sales tax (Proposition K).

Should the cyclists pay to share the road? If they did, would this improve motorists' attitudes? What is a fair share? Or what is just a share?

The primary objective of the Transit First Policy⁴ (TFP) is the safe and efficient movement of people and goods. While public transportation, taxis, and vanpools are

viewed as an economically and environmentally sound alternative to the transportation by individual automobiles, the TFP does not require one mode of transportation to financially support all costs associated with road usage. San Francisco should be careful not to pit one group against another through taxes, fines, and fees. The TFP does not preclude bicyclists from contributing to the cost of sharing the roadway.

A "negative registration" process could capture the names and other pertinent data about cyclists who are ticketed by SFPD for moving or equipment violations or otherwise involved in traffic accidents where the cyclist is cited at fault. The cyclist should be required to appear at a "bicycle court" where prescribed safety education would be required. The format of the court, including a cycle-friendly venue such as a ride-up location, and an educational curriculum should be provided through collaboration among SFPD bicycle officers, the Bicycle Coalition and other cycling advocates. Notices to Appear, if ignored, should be pursued through SFPD and the courts. A nominal fee raised through "negative registration" to reduce resentment would most likely not be a deterrent to cycling. There is potential for perceived equity and fairness. The data collected should contribute to the Chief of Police's goal of relevant community safety and law enforcement statistics. A database is established, fees are generated, and equity is addressed.

Summary: Equity

The data collected through "negative registration" should contribute to the Chief of Police's goal of relevant community safety and law enforcement statistics. A database is established, fees are generated, and equity is addressed.

New Directions

This section includes some recent developments that are indicative of change to come.

The Bike NoPA is a newly formed (2010) bicycle group that says while it looks like Critical Mass, "that illegal bicycle parade," it is not. The NoPA-Velo rider actually stops at red lights to let cross-traffic through. As they say, "that makes all the difference." They ride the last Sunday morning of the month. Thirty-five cyclists participated on the January 31, 2010 inaugural route. The rides are developed around themes, such as sites associated with Patty Hearst (January). The February Lake Merced route is entitled the *Deadly Duel*--the duel between a U.S. Senator and a Supreme Court Justice over abolition. NoPA-Velo is all about bicycling and livability in San Francisco's North Panhandle neighborhood. It is a joint venture of the police and the Bicycle Coalition.

Organizations such as Bike NoPA should ease conflict and support a culture in which everyone regards himself/herself as a part of the community, not as a cyclist or as a motorist.

Chief of Police George Gascon is considering addressing the issue of Critical Mass, the last Friday of the month ride that ties up traffic. Currently, the police assign officers and

a supervisor to a "pedal parade" that it cannot control. The Chief is looking at a New York policy that requires bicycle groups larger than fifty to obtain a permit. The permit would "put someone on the Critical Mass side down as responsible, map out a specific route, give drivers warning and possibly require payment for the police time expended escorting the group across the city" (*Curb Critical Mass*, San Francisco Chronicle editorial, March 17, 2010).

In response to concerns about an injury accident involving a taxi and cyclist where no citations were issued by the police, the bicycle community requested and received increased SFPD enforcement at the intersection at Fell and Masonic Streets. Captain Barrett, Captain of Park Station, has increased "sting" operations. Over the weekend of February 20-21, 2010, SFPD Park Station issued fourteen citations, thirteen to motorists and one to a cyclist, for red light running.

Challenge for Change (<http://getmorepeoplecycling.com/>) looks at the best way to change people's perceptions about cycling. One suggestion it proposes is to get people to support cycling through the experience of cycling. For example, encourage experienced cyclists to buddy up with a "rookie" cyclist. The Challenge for Change group felt that a suggestion such as this would break down people's negative perceptions towards cycling and create some new positive perceptions toward it.

Conclusion

The Civil Grand Jury investigated attitudes and perceptions of motorists and cyclists to improve the safety of all those who share the roads. If the City and County of San Francisco truly want to increase responsible bicycle use, it will need to solve the issues of anger, misunderstanding, and mistrust among motorists, cyclists, police, transit riders, and pedestrians, and increase everyone's view of shared responsibility on the roadway. Solving these issues will ease the conflict regarding facilities and network of bike lanes, targeted enforcement and education, and will foster a culture in which everyone regards himself/herself as a part of the community, not an isolated cyclist or motorist. Attitudes are changed and perceptions are informed through education, enforcement, and equity.

In this report, the Civil Grand Jury identified several areas that would encourage conversation and discourage confrontation between the cyclist and the motorist. Findings and Recommendations follow.

Footnotes:

¹*The San Francisco Bicycle Plan: November 25, 2009:* The San Francisco Superior Court partially lifted the three-year-old injunction prohibiting the implementation of the Bicycle Plan which prevented all physical improvements for bicycles in San Francisco. *June 26, 2009:* The San Francisco Municipal Transportation Agency (SFMTA) voted to adopt the 2009 San Francisco Bicycle Plan. Adoption of the Bike Plan and the full environmental review (EIR) are required to unlock the injunction. *November 2006:* Superior Court Judge Peter Busch handed down his verdict on the lawsuit against the San Francisco Bicycle Plan. The preliminary injunction in effect since June 2006 continues in force, forbidding the city from physical streetscape changes for the sake of bike improvements until the city has completed a full environmental review.

²The Bicycle Report of 2010 estimates that 6% of all trips are by bicycle (p. 4.) while 2.9% is the percentage of trips to work by bicycle (p. 4).

³Five top reasons for cyclist collisions in San Francisco where bicyclists were at fault (1998-2006):

1. Unsafe speed
2. Failure to stop at red light line limit
3. Wrong side of roadway
4. Failure to yield to approaching traffic
5. Failure to stop at STOP sign limit line

Five top reasons for collisions with cyclists where motorists were at fault:

1. Opening car door when unsafe
2. Failure to yield when turning left
3. Unsafe turn and/or without signaling
4. Unsafe speed
5. Failure to stop at red light limit line

Also see Appendix D for additional data concerning at-fault statistics and fatalities and injuries to motorist, pedestrians, bicyclists, and motorcyclists.)

⁴*Transit-First Policy.* San Francisco City Charter, Section 8A.115

a) The following principles shall constitute the City and County's transit-first policy and shall be incorporated into the General Plan of the City and County. All officers, boards, commissions, and departments shall implement these principles in conducting the City and County's affairs:

1.To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.

2.Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle

and on foot must be an attractive alternative to travel by private automobile.

3. Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.

4. Transit priority improvements, such as designated transit lanes and streets and improved signalization, shall be made to expedite the movement of public transit vehicles (including taxis and vanpools) and to improve pedestrian safety.

5. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.

6. Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.

7. Parking policies for areas well served by public transit shall be designed to encourage travel by public transit and alternative transportation.

8. New transportation investment should be allocated to meet the demand for public transit generated by new public and private commercial and residential developments.

9. The ability of the City and County to reduce traffic congestion depends on the adequacy of regional public transportation. The City and County shall promote the use of regional mass transit and the continued development of an integrated, reliable, regional public transportation system.

10. The City and County shall encourage innovative solutions to meet public transportation needs wherever possible and where the provision of such service will not adversely affect the service provided by the Municipal Railway. (Added November 1999)

(b) The City may not require or permit off-street parking spaces for any privately-owned structure or use in excess of the number that City law would have allowed for the structure or use on July 1, 2007 unless the additional spaces are approved by a four-fifths vote of the Board of Supervisors. The Board of Supervisors may reduce the maximum parking required or permitted by this section. (Amended by Proposition A, Approved 11/6/2007)

V. FINDINGS

VI. RECOMMENDATIONS

<p><u>Attitudes/Perceptions</u> (See pp. 6-11.)</p> <p>1. Issues of conflict, anger, mistrust, and misunderstanding exist among motorists, cyclists, and the police.</p> <p>Studies and reports of attitudes indicate motorists and cyclists both exhibit negative attitudes, hostility, and lack of understanding of each other's concerns.</p>	<p>1. Conflict, anger, mistrust and misunderstanding among motorists, cyclists, police, transit riders, and pedestrians have frustrated the successful implementation of the San Francisco Bicycle Plan. The Plan should be amended to address the different and sometimes hostile attitudes and perceptions. San Francisco should create innovative strategies so that residents can more fairly and safely share the roadways of the City. Amending the Plan should be a priority and be completed by January 1, 2011.</p> <p>The SFCGJ recommends that the Bicycle Advisory Committee, with active input and cooperation from the SFMTA and the SFPD, amend the San Francisco Bicycle Plan (the Plan) to include the recommendations set forth in this report.</p> <p>The amended Plan should be presented to the Mayor and BOS for adoption by January 1, 2011.</p> <p>The SFCGJ recommends that the BAC, SFMTA, and the SFPD meet annually.</p>
<p><u>Education</u> (See pp. 13-17.)</p> <p>2a. Availability of safe cycling educational materials in many formats is extensive, yet there is no systematic distribution to non-cyclists, motorists, and police.</p>	<p>2a. The Plan should be amended to include a comprehensive program to distribute, to the public as well as cyclists, the extensive available safe cycling educational materials.</p>
<p>2b. Police training materials are out-of-date and not relevant. The Plan's goals, objectives, and actions do not include the police. The California Commission on Peace Officer Standards and Training (POST) is a center for information on training materials.</p>	<p>2b. By January 1, 2011, Police should update training materials related to bicycles in a joint effort with the bicycle community and the California Commission on Peace Officer Standards and Training (POST). Updated materials should include CVC and TC enforcement in alignment with the current SFMTA Bike Guide. By January 1, 2011, the SFPD should have a plan to distribute these materials and train officers.</p>

<p>2c. Cyclists may not be aware of the advantages of having liability insurance. Homeowners' insurance covers those cyclists who own a home; renters' insurance (property and liability) provides coverage if one does not have homeowner's insurance.</p>	<p>2c. The Bicycle Plan should be amended by January 1, 2011 to include the importance and availability of property, liability, and health insurance for cyclists.</p>
<p>2d. Police involvement is critical to the success of the Plan, yet their involvement has been minimal; the authors of the Plan only included one officer (a member of the Technical Advisory Committee) among a group of 119 individuals listed under acknowledgements. Pedestrians, public transit riders, and motorists were not represented.</p>	<p>2d. The Plan should include the Police Department, pedestrians, public transit riders and motorists in any further discussion or revision. Representation should include at a minimum the Police Chief or his designee, and at least two officers familiar with cycling issues on appropriate committees.</p>
<p>Enforcement (See pp. 17-22.)</p> <p>3a. Traffic enforcement of the Traffic Code and California Vehicle Code is often lax. The bicycle community, for the most part, desires effective and consistent police enforcement.</p> <p>A campaign to publicize increased enforcement could help make the city streets safer for all street users, including bicyclists, pedestrians, and motorists. Equal enforcement of the law will help improve trust and general relations between people using different types of transportation. Publicizing should also emphasize that increased enforcement of bicycle and motorist laws related to bicycling is being complemented by (and is important for supporting) the city's efforts to provide better bicycle facilities and a more connected bicycle network through-out San Francisco.</p>	<p>3a. The Plan should insist that all users of the roadways comply with the current traffic laws. The Plan should consider a self-enforcement campaign along with the current co-exist campaign. Motorists and cyclists need to step-up to the plate to begin self-enforcement. The Plan should encourage and educate all users to act responsibly.</p>
<p>3b. The Plan calls for increasing SFPD enforcement of motorist and bicyclist traffic violations that pose the greatest threat to safety, and for SFMTA to provide</p>	<p>3b, 3c, and 3d. Police should enforce the Traffic Code and California Vehicle Code.</p> <p>Starting September 2010, the police should</p>

<p>bicycle safety education to SFPD staff and to those cited for moving violations that focuses on safe cycling, relevant traffic laws and safe sharing of the road. The Plan recommends that SFPD does the following: place a high priority on violations that most frequently cause injuries and fatalities; develop a "fix-it" ticket program for equipment violations; share data with SFMTA; and develop and implement a bicycle traffic school. The police are requested or will be directed to implement these programs, yet they appear to be the only group not included in the development of the Plan's Enforcement recommendations. Not all moving violation citations get into the computer. Some tickets are dismissed due to technicalities (e.g., no "bicycle" box on the ticket).</p> <p>3c. Neither motorists nor cyclists receive many moving violation citations. Enforcement of the Traffic Code and California Vehicle Code is weak. (See data on pages 19-21 and Appendix C.) Motorists receive 99:1 of the moving violation—citations. Police officers on average a bicyclist once a year and ticket a motorist every third day.</p> <p>3d. Bicycling to work is at 2.9%, an increase of 0.2 over the prior year. The increase in violations (2008 to 2009) for riding on the sidewalk (7.6%) and riding the wrong-way (2.1%) may be due to, in part, two variables: 1) increase in the numbers of cyclists; and/or 2) failure to enforce the Traffic Code or California Vehicles Code, which in turn, may give tacit approval to violate the codes.</p>	<p>have a goal of entering all bicycle citations into the database. By January 1, 2011, San Francisco moving violation tickets should include a box for "bicycle." By January 1, 2011, COMSTAT should include a section for bicycle related data.</p>
<p>3e. San Francisco does not require licensing bicycles or cyclists. Administering the program would be expensive and enforcement would be challenging. The usual reasons to support</p>	<p>No recommendation. (Any modification to current state traffic code requires an action by the legislature.)</p>

<p>licensing are: theft prevention, accident victim identification, and funds for bicycle programs.</p>	
<p>3f. There is no Bicycle Traffic School/Court or "fix-it" ticket option for cyclists. A Bicycle Traffic Court/School and a "fix-it" ticket program would provide an opportunity for bicycle education, which will increase safety for all.</p>	<p>3f. By January 1, 2011, the Traffic Court should establish a Bicycle Court Traffic School option, as a tool for education, patterned on Traffic Schools currently in use, for when bicyclists (and motorists with bicycle-related infractions) have been cited for moving violations. Such sessions will be scheduled at least once each quarter. The Traffic Court should consult with the BAC in the development of the Bicycle Court option.</p>
<p>3g. Because of the frequent complaints made about police by cyclists, the police are reluctant to cite cyclists. Members of the police department have shared their frustration regarding the mixed messages they receive regarding ticket enforcement and the lack of support they receive from the community. Police officers comment that they "enforce the spirit of the law, not the letter of the law." The determining factor in citing a motorist/bicycles is the severity or impact of the consequences of the infraction. The police cite the power of the bicycle community, and the power they are perceived to wield.</p>	<p>3g. There should be an overall citywide policy about how the existing CVC and TC codes will be implemented so police have the direction and support they seek and deserve.</p>
<p>Equity (See pp. 24-25.) 4. The bicycle community views itself as engaging in a low-impact activity, that cycling should be encouraged, and that any further financial contribution would act as a deterrent and that cyclists pay their fair share through state and local sales taxes. Most of the non-cycling community believe that cyclists do not pay a fair share. While it is difficult to provide exact numbers to support or deny this claim, it is found that some fees associated with cycling be considered. It would seem that some contribution, even a nominal amount,</p>	<p>4. The city should consider a form of "negative registration" to capture names and other pertinent data about cyclists who are ticketed by SFPD for moving or equipment violations or otherwise involved in traffic accidents where the cyclist is cited at fault. The cyclist should be required to appear at a "bicycle court" where proscribed safety education would be required. The format of the court, including a cycle friendly venue such as a ride-up location, and an educational curriculum should be provided through</p>

would do something to reduce the tension regarding this strongly held belief by non-cyclists.

The primary objective of the Transit First Policy (TFP) is the safe and efficient movement of people and goods. While public transportation, taxis, and vanpools are viewed as an economically and environmentally sound alternative to the transportation by individual automobiles, the TFP does not require one mode of transportation (e.g., automobile or transit) to financially support all costs associated with road usage. San Francisco should be careful not to pit one group against another. The TFP does not preclude bicyclists from contributing to the cost of sharing the roadway.

A nominal fee raised through "negative registration" to encourage safety would most likely not be a deterrent to cycling. The data collected should contribute to the Chief of Police's goal of relevant community safety and law enforcement statistics. There is potential for perceived equity. A database is established, fees are generated, and equity is addressed. .

collaboration among SFPD bicycle officers, the Bicycle Coalition and other cycling advocates. Notices to Appear, if ignored, should be pursued through SFPD and the courts.

VII. REQUEST FOR RESPONSE

Responses to the recommendations in this report are required by the Board of Supervisors and city offices and department in accordance with the following list and state law. Responses are to be in writing and addresses to the Honorable James McBride, Presiding Judge, Superior Court of California, City and County of San Francisco, San Francisco Civil Center Courthouse, 400 McAllister Street, San Francisco, California, 94102.

Board of Supervisors	90 days
Office of the Mayor	60 days
Office of the San Francisco Police Department	60 days
Office of San Francisco Municipal Transportation Agency	60 days
Bicycle Advisory Committee	60 days

Respondent	1	2a	2b	2c	2d	3a	3b	3c	3d	3f	3g	4
90 Days												
BOS	X	X	X	X	X	X	X	X	X	X	X	X
60 Days												
Mayor	X	X				X				X	X	X
SFPD	X	X	X	X	X	X	X	X	X	X	X	X
SFMTA	X	X	X	X	X	X				X	X	X
BAC	X	X	X	X	X	X				X	X	X

XIII. APPENDIX

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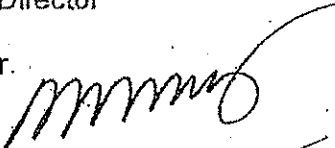
APPENDIX

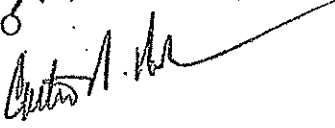
B. Memorandum prepared at the request of SFMTA regarding the licensing of bicycles and cyclists in San Francisco, September 10, 2009.

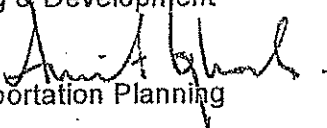
MEMORANDUM

DATE: September 10, 2009

TO: SFMTA Board of Directors
Tom Nolan, Chairman
Rev. Dr. James McCray Jr., Vice-Chairman
Cameron Beach, Director
Shirley Breyer Black, Director
Malcolm Heinicke, Director
Jerry Lee, Director
Bruce Oka, Director.

THROUGH: Nathaniel P. Ford Sr. 
for Executive Director/CEO

THROUGH: Carter R. Rohan R.A. 
Senior Director
Transportation Planning & Development

FROM: Amit K. Ghosh, Ph. D. 
Deputy Director, Transportation Planning

RE: Licensing of Bicycles and Cyclists in San Francisco

This brief is prepared at the request of the San Francisco Municipal Transportation Agency Board of Directors.

Legal Authority

Bicycle licensing programs in the State of California are enacted under Section 21206 of the California Vehicle Code (CVC), which states that local authorities are not prevented from regulating the registration of bicycles provided such regulation is not in conflict with the provisions of the CVC. The regulation of bicycle licensing is further defined by Section 39000 of the CVC - Registration and Licensing of Bicycles. Full text of both sections can be found in Attachment 1.

Please note that the vehicle code sections described above pertain solely to the registration of bicycles, and the issuance of "bicycle license indicia." These indicia, akin to license plates on vehicles, are used mainly as an aid in recovering stolen bicycles and do not pertain to the actual operation of bicycles. In contrast, state code does not authorize local jurisdictions to license cyclists, the operators of bicycles.

Legal consensus, confirmed by the City Attorney, is that licensing at the local level is therefore preempted by the state and cannot legally be carried out without first amending state code.

Background

San Francisco had an inactive bicycle licensing program that was enabled by Article 5A of the 1995 San Francisco Traffic Code (Attachment 2). The project was conceived by SFPD in 1995 to deter bicycle theft but became defunct as the program failed to serve its intended purpose or be cost-effective. The program was voluntary and was separate and apart from CVC 39001 enacted programs. This provision no longer exists in the current updated San Francisco Transportation Code.

Police and Fire stations have traditionally been used as venues for bicycle licensing given their geographic distribution and capacity for administration and record keeping. However, because the modest registration fees limited by state law typically do not cover the cost of administration, and police and fire departments may not see bicycle licensing as part of their core responsibilities, many local jurisdictions have decided to forego their bicycle licensing programs or have simply stopped enforcing ordinances that require bicycles to be licensed, as is the case in Oakland, Berkeley, San Jose and Los Angeles.

Other less costly and more effective means of bicycle record storage exist to aid in recovering stolen bicycles, such as the National Bike Registry. The National Bike Registry is a national database which catalogs bicycles and their owners via individual serial numbers cast or stamped onto the frame of every bicycle. According to the Registry, approximately 350,000 bicycles are registered nationwide, and approximately 2,000 bicycles are registered in San Francisco through their services.

Opportunities & challenges to developing a local bicycle licensing program

- Offers some help in recovering stolen bicycles
- Only applies to residents; many non-resident cyclists visit San Francisco daily
- Fees set by state code make such programs largely not cost-effective
- Could serve as a disincentive to travel by bicycle
- Onerous for those with multiple bikes

Opportunities & challenges to developing a local bicyclist licensing program

- Could offer an opportunity for much-needed bicyclist education
- The City currently does not have the authority; would require state legislation to amend the CVC
- Only applies to residents; many non-resident cyclists visit San Francisco daily
- Would serve as a major disincentive to travel by bicycle
- Would face strident opposition from bicycling community
- No other such programs exist in this country
- No source of funding exists; user fees would further discourage bicycle use

Attachment 1: CVC Excerpts

Article 4 of Chapter 1 of Division 11 of the California Vehicle Code:

21206. This chapter does not prevent local authorities, by ordinance, from regulating the registration of bicycles and the parking and operation of bicycles on pedestrian or bicycle facilities, provided such regulation is not in conflict with the provisions of this code.

Article 4 of Chapter 1 of Division 16.7 of the California Vehicle Code:

39000. "Bicycle", for the purposes of this division, means any device upon which a person may ride, which is propelled by human power through a system of belts, chains, or gears having either two or three wheels (one of which is at least 20 inches in diameter) or having a frame size of at least 14 inches, or having four or more wheels.

39001. (a) The department shall procure and distribute bicycle license indicia and registration forms to all counties and cities which have adopted a bicycle licensing ordinance or resolution. Those counties and cities shall issue the indicia and registration form to the owner of any new bicycle, and may, upon request of the owner, issue an indicia and registration form to the owner of any bicycle which complies with Section 39007.

The department shall charge and collect a fee, not to exceed the cost of procuring and distributing the license indicia and registration form, for each bicycle license indicia and registration form issued. All fees collected pursuant to this section shall be deposited in the Motor Vehicle Account in the State Transportation Fund. Those fees are hereby continuously appropriated from the account for use by the department to defray costs to procure and distribute the bicycle license indicia and registration forms.

(b) The director shall design the bicycle license indicia and registration form described in subdivision (a), and shall establish procedures for the distribution of the indicia and registration form to counties and cities. The indicia shall be adhesive, durable, flexible, and of a size to permit it to be affixed to the front of the seat tube of the bicycle frame. Each indicia shall bear a unique license number and shall be permanently assigned to a bicycle. Each registration form shall comply with Section 39005.

(c) Bicycle licenses shall be renewed uniformly throughout the state on January 1 of the third year following the year of registration. Renewal of a bicycle license shall be indicated by a supplementary adhesive device affixed parallel to, and above or below, the indicia, with the expiration date showing.

39002. (a) A city or county, which adopts a bicycle licensing ordinance or resolution, may provide in the ordinance or resolution that no resident shall operate any bicycle, as specified in the ordinance, on any street, road, highway, or other public property within the jurisdiction of the city or county, as the case may be, unless the bicycle is licensed in accordance with this division.

(b) Any bicycle not licensed under this division may be additionally regulated or licensed pursuant to local ordinance or may be licensed upon request of the owner.

(c) It is unlawful for any person to tamper with, destroy, mutilate, or alter any license indicia or registration form, or to remove, alter, or mutilate the serial number, or the identifying marks of a licensing agency's identifying symbol, on any bicycle frame licensed under this division.

39003. If a city or county has or adopts a bicycle licensing ordinance or resolution, indicia and a copy of the registration form obtained from the department shall be issued to the owner by the city or county or other licensing agency designated by it.

39004. Each licensing agency, by ordinance or resolution, may adopt rules and regulations for the collection of license fees. Revenues from license fees shall be retained by the licensing city or county and shall be used for the support of such bicycle ordinance or resolution, and may be used to reimburse retailers for services rendered. In addition, fees collected shall be used to improve bicycle safety programs and establish bicycle facilities, including bicycle paths and lanes, within the limits of the jurisdiction.

The fees required to be paid pursuant to the provisions of this division are:

(a) For each new bicycle license and registration certificate, the sum shall not exceed two dollars (\$2) per year or any portion thereof.

(b) For each transfer of registration certificate, the sum shall not exceed one dollar (\$1).

(c) For each replacement of a bicycle license or registration certificate, the sum shall not exceed one dollar (\$1).

(d) For each bicycle license renewal, the sum shall not exceed one dollar (\$1) per year.

39005. Cities and counties having a bicycle licensing ordinance or resolution shall maintain records of each bicycle registered. Such records shall include, but not be limited to, the license number, the serial number of the bicycle, the make and type, of the bicycle, and the name and address of the licensee.

Records shall be maintained by the licensing agency during the period of validity of the license or until notification that the bicycle is no longer to be operated.

39006. (a) Each bicycle retailer and each bicycle dealer shall supply to each purchaser a preregistration form provided by the licensing agency and shall include, on the sales check or receipt given to the purchaser, a record of the following information: name of retailer, address of retailer, year and make of the bicycle, serial number of the bicycle if delivered to the purchaser in an assembled state, general description of the bicycle, name of purchaser, and address of purchaser. A copy of the preregistration form shall be filled out and forwarded by the purchaser to the appropriate licensing agency within 10 days from the date of sale.

(b) For the purposes of this division, a bicycle dealer is any person who sells, gives away, buys, or takes in trade for the purpose of resale, more than five bicycles in any one calendar year, whether or not such bicycles are owned by such person. "Bicycle dealer" also includes agents or employees of such person.

39007. After December 31, 1976, no bicycle retailer shall sell any new bicycle in this state unless such bicycle has legibly and permanently stamped or cast on its frame a serial number, no less than one-eighth inch in size, and unique to the particular bicycle of each manufacturer. The serial number only shall be stamped or cast in the head of the frame, either side of the seat tube, the toeplate, or the bottom sprocket (crank) housing.

39008. (a) Whenever any person sells or otherwise disposes of a bicycle, he shall endorse upon the registration certificate previously issued for such bicycle a written transfer of same, setting forth the name, address, telephone number of the transferee, date of transfer, and signature of the transferrer, and shall deliver the registration certificate, so endorsed, to the licensing agency within 10 days.

(b) Any person who purchases or otherwise acquires possession of a bicycle shall, within 10 days of taking possession, apply for the transfer of license to his own name. Cities and counties may establish rules and regulations to govern and enforce the provisions of this section.

39009. (a) Whenever the owner of a bicycle licensed pursuant to an ordinance or resolution of a city or county changes his address, he shall within 10 days notify the appropriate licensing agency of the old and new address.

(b) In the event that any bicycle license indicia or registration form issued pursuant to the provisions of this division is lost, stolen, or mutilated, the licensee of such bicycle shall immediately notify the licensing agency, and, within 10 days after such notification, shall apply to the licensing agency for a duplicate license indicia or registration form. Thereupon, the licensing agency shall issue to such licensee a replacement indicia or registration form upon payment to the licensing agency of the appropriate fee.

39011. No fine imposed for any violation of an ordinance or resolution, which is adopted pursuant to this division, shall exceed ten dollars (\$10).

39012. The licensing agency shall have the right to impound and retain possession of any bicycle in violation of the provisions of this division, and may retain possession of such bicycle until the provisions of this division are complied with. In addition, a fine may be imposed for any violation of this division pursuant to Section 39011.

Attachment 2

Section included to the 1995 San Francisco Traffic Code – Article 5A

SEC. 109.1. VOLUNTARY BICYCLE REGISTRATION PROGRAM.

(a) Voluntary Registration. Not later than 60 days after the effective date of this ordinance, any person, including the owner of a business that rents bicycles, may register a bicycle in accordance with regulations prepared by the Chief of Police and approved by the Police Commission. Such regulations shall designate locations including commercial bicycle dealers and public events where bicycle registration may be conducted.

(b) Registration Records. The Chief of Police shall maintain records of bicycle registration that include the bicycle serial number, the registration number, a description of the bicycle, the name, address and telephone number of the registered owner, and such other information that the Chief concludes will deter theft, impede frequency of and facilitate recovery of a stolen bicycle.

(c) Bicycle Registration Program. When the Department takes possession of a bicycle to which the registered owner is entitled, the Department shall utilize bicycle registration records to locate the registered owner of the bicycle and notify the owner that he or she may recover the bicycle from the Department.

(d) Bicycle Safety Education. Bicycle and public safety or other relevant educational information that has been approved by the Chief of Police and the Bicycle Advisory Committee may be distributed to bicycle registrants at the time the registration is completed.

(e) Registration Confidentiality. The disclosure of personal information about a registered bicycle owner constitutes an unwarranted invasion of personal privacy. Such information shall not be disclosed except where necessary to the administration of the bicycle registration program and the detection of bicycle theft and the recovery of stolen bicycles.

(f) Report of Program. The Chief of Police shall submit a quarterly report on voluntary bicycle registration to the Board of Supervisors, the Police Commission, the Parking and Traffic Commission, and the Bicycle Advisory Committee. The report shall include the following:

(1) The total number of bicycles registered to date, and the number of all bicycle registrations completed during the quarter;

(2) The number of bicycles found or recovered by the Police Department during the quarter;

(3) The number of registered bicycles found or recovered during the quarter;

(4) The number of bicycles that have been reported stolen during the quarter; and

(5) The number of bicycles in storage at the end of the quarter, and the number of bicycles that were disposed of during the quarter by return to owner, sale, dismantling, or any other means.

(g) Termination of Program. In the event this Article is repealed, or the bicycle registration program is otherwise suspended or terminated, the Chief of Police shall

notify all persons of such termination or suspension who have registered his or her bicycle with the previous five years. (Added by Ord. 81-95, App. 4/17/95)

SEC. 109.2. BICYCLE REGISTRATION PROGRAM—ADMINISTRATIVE FEE.

(a) Registration Fee. Upon registration of a bicycle, the Police Department shall collect a fee in the amount of \$5.00 to recover costs incurred by the Police Department in all aspects of the administration of the bicycle registration program. Such fee shall be \$5.00 and shall not exceed costs necessary to the administration of the bicycle registration program and to the promotion of safe bicycling in San Francisco. The promotion of safe bicycling in San Francisco shall include efforts by the Police Department to help bicycle owners to remember the serial numbers of their bicycles, and to encourage bicycle owners properly to lock their bicycles. The administrative costs may include, but not be limited to, supplies, computer equipment, and personnel costs. The fee shall not be subject to the reimbursement provisions of Section 10C.1 of the Administrative Code.

(b) Filing Fee. The San Francisco Police Department shall collect a fee in the amount of \$1.00 for the replacement of a bicycle registration certificate, the filing of a change of address by the registered owner, or the filing of a transfer of ownership.

(c) The fees shall be evaluated and reviewed annually pursuant to the San Francisco Administrative Code. In the event an ordinance that could repeal this Article so as to terminate or substantially diminish the protections afforded by the bicycle registration program is reintroduced before the Board of Supervisors, the Chief shall cause notice of the prepared ordinance to be mailed to all persons who have registered within the immediately preceding five years of the date of introduction of the prepared ordinance.

(d) Deposit of Revenue. The revenue received by the Police Department through the collection of the administrative fee shall be deposited with the City and County Treasurer.

(e) Administrative Regulations. Not later than 45 days after the effective date of this ordinance, the Chief of Police, upon the approval of the Police Commission and with the recommendation of the Bicycle Advisory Committee, shall establish procedures and regulations for the proper collection and administration of the fees authorized by this Article. (Added by Ord. 81-95, App. 4/17/95)

SEC. 109.3. BICYCLE REGISTRATION FUND.

(a) Establishment of Fund. There is hereby established the Bicycle Registration Fund (the "Fund") for the purpose of the deposit and the expenditure of administrative fees collected by the Police Department for the registration of bicycles pursuant to this Article.

(b) Appropriation of Funds. Subject to the budgetary, fiscal and procurement provisions of the Charter, funds shall be appropriated by the Board of Supervisors to reimburse the Police Department for the costs of departmental administration of the bicycle registration program, and for public information that is administered by the Police Department that promotes safe bicycling in San Francisco.

(c) Report of Expenditures. The Chief of Police shall submit a quarterly report to the Board of Supervisors, the Police Commission, the Parking and Traffic Commission, and the Bicycle Advisory Committee that states the expenditures from the Fund for

that quarter. The quarterly report shall state the amount of revenue deposited in the Fund, the remaining balance at the end of the quarter, and an itemization of expenditures and the purpose of each expenditure.

(d) Balance of Fund. The balance remaining in the Bicycle Registration Fund at the end of each fiscal year shall be carried forward in the Fund to the following fiscal year for the purposes provided by this Section. (Added by Ord. 81-95, App. 4/17/95)

APPENDIX

C. Traffic Court Cyclists/Motorist Citations 2009

12 Month Period - Number of Bicyclist Citations-January to December 2009	Fine	Fees	Total Fine	Total Citations
Descriptions				
California Business and Professions Code				
BP 25620a Drinking in Public	25	144	169	1
California Health and Safety Code				
HS 11364 Possession of Drug Paraphernalia (Should be misdemeanor)	n/a			1
San Francisco Municipal Police Code				
MP 21 Drinking in Public	25	144	169	1
MP 157 Crowd to disperse on Order of Police - no applicable code violation	n/a			1
California Penal Code				
PC 148a1 Resisting or obstructing an officer (Should be misdemeanor)	n/a			1
San Francisco Traffic Code				
TC 30 Proceeding wrong way down a one way street	25	113	138	2
TC 35 Illegal left hand turn	25	113	138	2
TC 35.1 No left turn allowed	25	113	138	4
TC 96 Bicycles Restricted	25	113	138	907
TC 97 Riding on the handlebars	25	113	138	2
California Vehicle Code				
CVC 31 Providing false information to peace officer	n/a			2
CVC 12815a Failure to obtain duplicate if original license lost, destroyed, or mutilated	25	149	174	2
CVC 14600a Failure to provide change of address to police officer	25	149	174	9
CVC 16028a Failure to provide proof of financial responsibility	n/a			1
CVC 21113(a) Operating bicycle on school ground	25	149	174	0

CVC 21200 - No applicable code violation	n/a			23
CVC 21200a - No applicable code violation	n/a			11
CVC 21200.5 Riding bicycle while under the influence of alcohol, drugs, or both (misdemeanor)	n/a			0
CVC 21201(a) Bicycle, single wheel brake required	25	149	174	23
4CVC 21201(b) Bicycle, handlebars no higher than operator's shoulders	25	149	174	18
CVC 21201(c) Bicycle: rider unable to support in an upright position with at least one foot on the ground	25	149	174	0
CVC 21201(d) Bicycle, during darkness headlight, red reflector or rear, pedal reflectors and side reflectors required	25	149	174	211
CVC 21201.5(a) Sale of unapproved, reflex reflector, or reflectorized tire	n/a			0
CVC 21201.5(b) Sale of bicycle without required reflectors on pedals and sides	n/a			0
CVC 21202(a) Bicyclist, failure to use right edge of roadway	25	149	174	4
CVC 21202d1 - No applicable code violation	n/a			1
CVC 21203 Bicyclist, hitching ride on other vehicle	25	149	174	7
CVC 21204(a) Bicyclist, riding on other than permanent seat and/or passenger riding on other than permanent seat	25	149	174	1
CVC 21204(b) Bicyclist, permitting passenger on other than a permanent seat; minor passenger to retained in seat	25	149	174	1
CVC 21205 Bicyclist, unable to keep at least one hand free to use on handlebars	25	149	174	0
CVC 21207.5 Operation of motorized bicycles upon bikeway, equestrian hiking or recreational trail with proper authority	25	149	174	0
CVC 21208(a) Failure to ride in a bicycle lane	25	149	174	2
CVC 21208(b) Bicyclist shall not leave bike lane until reasonably safe	n/a			0
CVC 21208.2(a)(b) Failure to yield right of way entering highway	n/a			0
CVC 21209(a) Driving in bicycle lane, except as provided (cited to motorist)	35	177	212	1

CVC 21210 Bicycle lying on its side on a sidewalk	n/a				1
CVC 21211(a) Standing, stopping, sitting or loitering on a Class I bikeway - cited as parking, not moving citation	n/a				0
CVC 21211(b) Placing or parking any bicycle, vehicle, or object upon a Class I bikeway which impedes the movement of a bicyclist	n/a				0
CVC 21212(a) Person under 18 operating or riding as passenger on bicycle without wearing approved helmet	25	149	174		0
CVC 21212(c) Sale of bicycle helmet not meeting applicable safety standards	n/a				0
CVC 21235c Operation of a motorized scooter or bicycle without a helmet	25	149	174		1
CVC 21250 Low speed vehicle - no applicable violation	n/a				1
CVC 21353(a)(c) Failure to stop at red light limit line	n/a				0
CVC 21450 Traffic control signals - no applicable violation	n/a				1
CVC 21451(a) Proceed at green light but yield to pedestrians/vehicles lawfully in intersection	25	149	174		1
CVC 21453a Failure to stop at limit line at red light	25	149	174		192
CVC 21453b Failure to stop at limit line at red light before turning	25	149	174		20
CVC 21453c Failure to stop at limit line at red arrow light	25	149	174		6
CVC 21456.2 Obeying all provisions applicable to driver of a vehicle	n/a				1
CVC 21456.2a Failure to obey bicycle traffic control signals	n/a				4
CVC 21457a Failure to stop at a red flashing (stop signal)	25	149	174		3
CVC 21460a Driving to the left of double parallel solid lines	25	149	174		1
CVC 21461(a) Failure to obey traffic signal	25	149	174		7
CVC 21462 Obey official traffic signal	25	149	174		1
CVC 21650 Driving on the right side of a highway	25	149	174		7
CVC 21650.1 Bicycle on roadway or shoulder required to be operated in same direction as motor vehicles.	25	149	174		84

CVC 21652 Unlawful entry of highway from service road	25	149	174	1
CVC 21657 Wrong way travel	25	149	174	22
CVC 21658(a) Unsafe lane change	25	149	174	0
CVC 21663 Driving on sidewalk	25	149	174	9
CVC 21703 Following too closely	25	149	174	0
CVC 21717 Motor vehicle turning across a bicycle lane (cited to motorist)	35	149	174	0
CVC 21750 Unsafe pass on left	25	149	174	3
CVC 21754 Passing on right	25	149	174	0
CVC 21755 Passing on right when unsafe	25	149	174	2
CVC 21756b Unsafe passage of transit vehicle (streetcar) at intersection	25	149	174	2
CVC 21800(a)(b)(C) Failure to yield right of way at intersection	25	149	174	0
CVC 21801(a) Failure to yield when turning left	25	149	174	1
CVC 21801(b) Yield right of way to vehicle making u-turn	25	149	174	1
CVC 21802a Failure to yield right-of-way at intersection	25	149	174	3
CVC 21804(a)(b) Yield to approaching traffic	25	149	174	0
CVC 21806a Failure to yield and move to right for emergency vehicle	100	346	446	2
CVC 21950(a) Failure to yield to pedestrian in crosswalk	25	149	174	33
CVC 21950(b) Pedestrian right of way in crosswalk	25	149	174	0
CVC 21951 Passing vehicle stopped to yield to pedestrian	25	149	174	2
CVC 21960a Proceeding on bicycle restricted freeways or expressways	25	149	174	1
CVC 21966 Pedestrian in a bicycle lane where pedestrian facility	n/a			0
CVC 22100(a) Improper position for a right turn	25	149	174	2
CVC 22100(b) Improper position for a left turn for a left turn intersection	25	149	174	1
CVC 22101(d) Failure to obey traffic signal turn at intersection	25	149	174	10
CVC 22102 Improper u-turn, not at an intersection	25	149	174	1
CVC 22106 Staring/backing when unsafe	25	149	174	0

CVC 22107 Unsafe turn and/or without signaling	25	149	174	0
CVC 22109 Unsafe stop	25	149	174	1
CVC 22110(a) Improper Position for a Right turn at intersection - cited only to motorists	n/a			0
CVC 222011a - No applicable code violation	n/a			1
CVC 22250v212 - No applicable code violation	n/a			1
CVC 22350 Unsafe Speed	25	149	174	1
CVC 22400a Slow speed impeding or blocking traffic on highway	25	149	174	7
CVC 22450 Failure to stop at stop sign limit line	25	149	174	33
CVC 22450a Failure to stop at stop sign limit line	25	149	174	237
CVC 22454a Passing a school bus that is stopped for unloading or loading	25	149	174	1
CVC 22500a Stopping, parking or leaving of a standing vehicle - cited as parking	n/a			1
CVC 22517 Opening car door when unsafe - cited as motorist				0
CVC 23111 Throwing or depositing of a lighted substance	100	346	446	1
CVC 23123a Operation of a cell phone without a hands free device - cited as motorist	20	122	142	1
CVC 23152(a)(b) Driving under the influence - cited to motorist as misdemeanor	n/a			0
CVC 24153a - No applicable code violation	n/a			1
CVC 24250 Lighted lighting equipment required	25	149	174	2
CVC 24250a - No applicable code violation	n/a			1
CVC 24400a Two headlamps required - cited to motorists	n/a			1
CVC 27400 Operating bicycle while wearing headset or earplugs in both ears	25	149	174	11
CVC 25250 Flashing lights prohibited	25	149	174	1
Total				1968
Total Citations Issued				204673
Percent of Citations Issued				0.96%

APPENDIX

D. Bicycle/Automobile Collisions in San Francisco Where Bicyclists Were Most Frequently Assigned Fault; Bicycle/Automobile Collisions in San Francisco Where Motorists Were Most Frequently Assigned Fault (1998-2006; Fatalities and Injuries to Motorists, Pedestrians, Bicyclists and Motorcyclists 2001-2008.

APPENDIX

D. Bicycle/Automobile Collisions in San Francisco Where Bicyclists Were Most Frequently Assigned Fault (1998-2006) (Source: SF Bicycle Plan, Chapter 5, 2009)

Rank	Description	# Collisions	# No Fault	% Motorist Fault	% Bicyclist Fault
1	Unsafe Speed	342	4	31	68
2	Failure to Stop Red Light Limit Line	281	10	31	69
3	Wrong Side of Roadway	189	5	5	95
4	Yield to Approaching Traffic	187	2	14	86
5	Failure to Stop at STOP sign Limit Line	163	4	22	78
Totals*		1,162	25	23%	77%

D. Bicycle/Automobile Collisions in San Francisco Where Motorists Were Most Frequently Assigned Fault (1998-2006) (Source: SF Bicycle Plan, Chapter 5, 2009)

Rank	Description	# Collisions	# No Fault	% Motorist Fault	% Bicyclist Fault
1	Opening Car Door when Unsafe	285	9	100	0
2	Failure to Yield when Turning Left	252	9	93	7
3	Unsafe Turn and/or Without Signaling	208	6	82	18
4	Unsafe Speed	342	4	32	68
5	Failure to Stop at Red Light Limit Line	281	10	31	69
Totals*		1,368	38	65%	35%

*Totals do not all add up in the 2 above charts as the totals represent ALL collisions, not only the top five.

D. Fatalities and Injuries to Motorists, Pedestrians, Bicyclists and Motorcyclists 2001-2008.

(Source: Statewide Integrated Traffic Records System (SWITRS))

S.F.	Auto Fatal.	Auto Injury	Pedest. Fatal.	Pedest. Injury	Bicycle Fatal.	Bicycle Injury	Motor Cycle Fatal.	Motor Cycle Injury
2008	35	3577	16	790	3	471	8	340
2007	51	3632	29	775	1	453	5	346
2006	39	3440	19	713	2	345	4	276
2005	32	3797	16	743	2	349	3	293
2004	37	3544	20	710	2	321	3	252
2003	46	4078	27	795	1	315	6	374
2002	39	4369	21	858	1	308	2	409
2001	40	6236	21	916	1	314	2	419

APPENDIX

E. Moving Violation Revenue Fiscal Years 2006 to 2010

	A	B	C	D	E	F	G	H	I	J	K	L
1			FY 2005-2006	FY 2005-2006	FY 2006-2007	FY 2006-2007	FY 2007-2008	FY 2007-2008	FY 2008-2009	FY 2008-2009	FY 2009-2010	FY 2009-2010
2	Revenue Subobject	Department	Original Budget	Actuals - Budget Basis	Original Budget	Actuals - Budget Basis	Original Budget	Actuals - Budget Basis	Original Budget	Actuals - Budget Basis	Original Budget	Actuals - Budget Basis
3	25110 TRAFFIC FINES - MOVING	COMMUNITY HEALTH SERVICES	659,779	567,540	661,657	693,348	1,184,657	951,443	1,184,657	1,117,765	1,184,657	827,179
4	25110 TRAFFIC FINES - MOVING	GENERAL FUND UNALLOCATED	3,481,000	3,229,706	3,328,000	3,263,572	3,328,000	3,390,042	3,328,000	3,739,435	3,328,000	2,411,639
5	25110 TRAFFIC FINES - MOVING	POLICE DEPARTMENT	1,300,000	910,916	960,000	986,799	960,000	1,044,437	960,000	1,124,102	960,000	768,527
6	25110 TRAFFIC FINES - MOVING	TRIAL COURTS	51,936	55,645	54,276	19,909	54,276	17,734	16,525	18,734	16,525	10,680
7	TOTAL		5,492,715	4,763,807	5,003,933	4,963,628	5,526,933	5,403,656	5,489,182	6,000,036	5,489,182	4,018,025
8												
9												
10	25930 TRAFFIC CODE LATE PENALTY	POLICE DEPARTMENT	518,980	604,046	568,980	485,981	568,980	489,848	502,000	483,219	500,000	235,520

GLOSSARY

ACS	American Community Survey
BAC	Bicycle Advisory Committee
BC	Bicycle Coalition (SFBC)
BOS	Board of Supervisors
CAC	Citizens' Advisory Council
CEQA	California Environmental Quality Act
CTA	County Transportation Authority
CVC	California Vehicle Code
DMV	Department of Motor Vehicles
DPT	Department of Parking & Traffic
EIR	Environmental Impact Review
MEA	Major Environmental Analysis
NHTSA	National Highway Traffic Safety Administration
NYT	New York Times
OCC	Office of Citizen Complaints
PCO	Parking Control Officer
Plan	San Francisco Bicycle Plan
POST	Police Office Standards and Training
SFMTA	San Francisco Municipal Transportation Agency
SFPD	San Francisco Police Department
SWITRS	Statewide Integrated Traffic Records System
TC	Traffic Code (San Francisco)
TFP	Transit First Policy
UCB	University of California, Berkeley
UCD	University of California, Davis
UCLA	University of California, Los Angeles



"Pat&Bob Jacobs"
<pat_bob@prodigy.net>
05/06/2010 02:53 PM

To <Board.of.Supervisors@sfgov.org>
cc
bcc
Subject Crime Lab

Dear Carmen Chu,

I suggest the Crime Lab be placed under the Coroner. This would provide knowledgeable supervision under a neutral party. I believe this is done in other jurisdictions. Personal and positions could be transferred.

Robert Jacobs
2207 25th Avenue

23

Board of
Supervisors/BOS/SFGOV
05/05/2010 04:29 PM

To BOS Constituent Mail Distribution,
cc
bcc
Subject San Francisco Medical CAnnabis Task Force 420



Alex Wink
<nitro_lifestyle@hotmail.com>
>
05/05/2010 02:19 PM

To <board.of.supervisors@sfgov.org>,
<michela.alioto-pier@sfgov.org>,
<catherine.stefani@sfgov.org>, <david.campos@sfgov.org>,
<eric.l.mar@sfgov.org>, <cassandra.costello@sfgov.org>,
<david.chiu@sfgov.org>, <chris.daly@sfgov.org>,
<ross.mirkarimi@sfgov.org>, <john.avalos@sfgov.org>,
<sophie.maxwell@sfgov.org>, <beaven.duffy@sfgov.org>,
<boe.hayward@sfgov.org>

cc
Subject San Francisco Medical CAnnabis Task Force 420

May 5, 2010

To the Honorable Members of the San Francisco Board of Supervisors:

My name is Alexander Wink, and I am writing today to urge you to support the community slate nominees for the San Francisco Medical Cannabis Task Force, chosen democratically by the San Francisco Medical Cannabis Working Group. The working group, working under the auspices of Supervisor Campos' office, represents a broad spectrum of the San Francisco medical cannabis community. The purpose of this group was to help formulate legislation to form a 13-member San Francisco Medical Cannabis Task Force. The Board passed this ordinance recently. The Task Force will advise the Board of Supervisors and the city government's various departments on how best to ensure that San Francisco's medical cannabis laws are functioning smoothly and effectively.

Through a thoughtful and democratic process, the Working Group selected a slate of 13 nominees for the task force, each one representing a different part of the medical cannabis community. I am urging you to support this slate when it comes before the Board for confirmation. These vetted activists are a dynamic and highly dedicated group of people, who will well represent not only the best interests of the medical cannabis community but also the citizens of San Francisco as well.

I hope you will support the working group's recommended slate:

- Seat 1: Community Organizer Seat: Stephanie Tucker
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- Seat 3: Patient Advocate: David Goldman (SF-Americans for Safe Access)
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- Seat 11: Cultivator for dispensaries: Stewart Rhoads
- Seat 12: Long-term activist with over 15 years involvement: Michelle Aldrich (NORML)
- Seat 13: Rep from a neighborhood group from a district, which contains an MCD: Maureen Burns

More generally, I also want to urge you to support efforts to make marijuana an accepted and non-criminal substance which can be used in countless ways to better the lives of the

sick and boost the moral and economy of the nation's people in this time of difficulty for many of us. The drug war fails to stop the influx of drugs, detour drug use, or encourage safer drug use, but it does kill many people. You decide the law, and you are responsible for taking a stand.

Sincerely yours,

Alexander Wink

The New Busy think 9 to 5 is a cute idea. Combine multiple calendars with Hotmail. Get busy.



Deb Johnston
<d.johnston@medicannusa.com>
Sent by:
d.johnston68@gmail.com

To board.of.supervisors@sfgov.org,
Michela.Alioto-Pier@sfgov.org,
Catherine.Stefani@sfgov.org, David.Campos@sfgov.org,
cc staff@greencross.com

File 100422

bcc

05/05/2010 03:09 PM

Subject MMj task force

May 05, 2010

To the Honorable Members of the San Francisco Board of Supervisors:

My name is Deb Johnston, and I am writing today to urge you to support the community slate nominees for the San Francisco Medical Cannabis Task Force, chosen democratically by the San Francisco Medical Cannabis Working Group. The working group, working under the auspices of Supervisor Campos' office, represents a broad spectrum of the San Francisco medical cannabis community. The purpose of this group was to help formulate legislation to form a 13-member San Francisco Medical Cannabis Task Force. The Board passed this ordinance recently.

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Sincerely yours,

Deb Johnston

--

Deborah A Johnston
Vice President
MediCann, Inc.
510-407-5567

This is a confidential communication. If you have received this communication in error, please immediately notify this office by telephone call or return e-mail and delete the message. If the reader of this message is not the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited.

File 100422



"Kevin Reed"
<KevinReed@thegreencross.org>
05/05/2010 09:01 AM

To <board.of.supervisors@sfgov.org>
cc
bcc
Subject Please support the COMMUNITY slate for the SF Medical Cannabis Task Force

Wednesday, May 05, 2010

To the Honorable Members of the San Francisco Board of Supervisors:

My name is Kevin Reed, and I represent The Bay Area Green Cross. Since April 2009 I have been attending meetings of the San Francisco Medical Cannabis Working Group. This group, working under the auspices of Supervisor Campos' office, represents the broad spectrum of the San Francisco medical cannabis community. The purpose of this group was to help formulate legislation to form a 13-member San Francisco Medical Cannabis Task Force. The Board passed this ordinance recently. The Task Force will advise the Board of Supervisors and the city government's various departments on how best to ensure that San Francisco's medical cannabis laws are functioning smoothly and effectively.

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- Seat 5: Medical Cannabis Dispensary Owner: Martin Olive (The Vapor Room)
- Seat 6: Medical Cannabis Dispensary Owner: Raymond Gamley (The Divinity Tree)
- Seat 7: Delivery Service Owner: Myself - Kevin Reed (The Green Cross)
- Seat 8: Drug Policy Organization Rep: Sarah Shrader (Americans for Safe Access--national office)
- Seat 9: Attorney with a background in MCD issues: Patrick Goggin
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- Seat 13: Rep from a neighborhood group from a district, which contains an MCD: Maureen Burns

Sincerely yours,
Kevin Reed, President

The Green Cross

Medical Cannabis Delivery
t. 415.648.4420 f.415.431.2420
Staff@TheGreenCross.org
TheGreenCross.org

Our Forum:

TheGreenCross.org/phpbb3

Our Facebook:

[Facebook.com/TheGreenCross](https://www.facebook.com/TheGreenCross)

Our Twitter:

[Twitter.com/TheGreenCross](https://twitter.com/TheGreenCross)

Our Myspace:

[Myspace.com/TheGreenCross](https://www.myspace.com/TheGreenCross)



THE GREEN CROSS
MEDICAL CANNABIS DELIVERY

Jim Thomas

File 100422
Rules clerk

May 5, 2010

To the Honorable Members of the San Francisco Board of Supervisors:

My name is Jim Thomas, and I am writing today to urge you to support the community slate nominees for the San Francisco Medical Cannabis Task Force, chosen democratically by the San Francisco Medical Cannabis Working Group. The working group, working under the auspices of Supervisor Campos' office, represents a broad spectrum of the San Francisco medical cannabis community. The purpose of this group was to help formulate legislation to form a 13-member San Francisco Medical Cannabis Task Force. The Board passed this ordinance recently. The Task Force will advise the Board of Supervisors and the city government's various departments on how best to ensure that San Francisco's medical cannabis laws are functioning smoothly and effectively.

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Seat 12: Long-term activist with over 15 years involvement: Michelle Aldrich (NORML)

Seat 13: Rep from a neighborhood group from a district, which contains an MCD: Maureen Burns

Sincerely yours,

Jim Thomas

1690 Funston Ave. #1
San Francisco, CA 94122
jim@jbthomas.net 415-566-7242

File 100422



"Storm Cattoche"
<stormsfront@comcast.net>
05/06/2010 10:52 AM

To <board.of.supervisors@sfgov.org>,
<Michela.Alioto-Pier@sfgov.org>,
<Catherine.Stefani@sfgov.org>,

cc

bcc

Subject LETTER OF SUPPORT

My name is Storm Cattoche, I am writing today to urge you to support the community slate nominees for the San Francisco Medical Cannabis Task Force, chosen democratically by the San Francisco Medical Cannabis Working Group. The working group, working under the auspices of Supervisor Campos' office, represents a broad spectrum of the San Francisco medical cannabis community. The purpose of this group was to help formulate legislation to form a 13-member San Francisco Medical Cannabis Task Force. The Board passed this ordinance recently. The Task Force will advise the Board of Supervisors and the city government's various departments on how best to ensure that San Francisco's medical cannabis laws are functioning smoothly and effectively.

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- Seat 13: Rep from a neighborhood group from a district, which contains an MCD: Maureen Burns

Sincerely yours

10 Page
File 100422



"Storm Cattoche"
<stormsfront@comcast.net>
05/06/2010 10:52 AM

To <board.of.supervisors@sfgov.org>,
<Michela.Alioto-Pier@sfgov.org>,
<Catherine.Stefani@sfgov.org>,
cc

bcc

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- Seat 13: Rep from a neighborhood group from a district, which contains an MCD: Maureen Burns

Sincerely yours

Board of
Supervisors/BOS/SFGOV

05/04/2010 12:42 PM

To BOS Constituent Mail Distribution,

cc

bcc

Subject MUNI - 10% Cuts

----- Forwarded by Board of Supervisors/BOS/SFGOV on 05/04/2010 12:45 PM -----



"Loveland, Sally"
<Sally.Loveland@acegroup.com>

05/04/2010 11:13 AM

To <board.of.supervisors@sfgov.org>

cc

Subject MUNI - 10% Cuts

Board of Supervisors,

Please tell MUNI to stop cutting MUNI. Why is MUNI in charge?

We need a transit system that is excellent, adequate, on time and world class. MUNI is running this city like it is a suburb, with leisurely one hour commutes to work, making adjustments for whatever tunnel is down, electric system is broken or accident has occurred. Having had a six minute commute on BART and now having a completely unpredictable forty minute one (an hour every other day) on MUNI I am really disappointed.

Cut the F Market Muni and cable car systems (mostly tourists), but please do not cut the commuter buses and trains that hundreds of thousands of working people depend on to get to work every day.

It is not okay that a uni-onized system of workers gets to determine what type of service is provided to citizens. They should get bonus cuts and reduction in overtime pay allowable until the budget is brought to balance. Please do not cut service—it is what makes this city liveable for many of us. Without adequate service we will not be able to sustain a working economy. Either make the bike lanes ONLY for bikes (so we don't have to risk our lives commuting to work on a bicycle) or make the transit system bearable. Biking is currently unsafe.

MUNI is at capacity on most of the trains in the morning by Castro Station or Cole and Carl. Really, there is often no room to get on the train even now.

Please do something. Please tell MUNI that across the board cuts are not okay. Somehow, they have to contribute to the situation also. Please do not dissuade workers from getting to work. This is a city, apparently.

By the way, I have noticed that MUNI bus and train drivers are much friendlier, more polite and just overall nicer lately. This is great. I wonder if they are feeling the pressure too. We all need to contribute and work through this situation. I am willing to pay more, if only I don't have a miserable commute twice a day.

Thanks,

<http://streetcar.org/blog/2010/04/muni-service-cuts-take-effect-may-8-2010.html>

25

10% Muni Service Cuts Take Effect May 8, 2010
April 20, 2010 by Jamison Wieser

Cable car tracks never to be used again. Walt Vielbaum photo.

Public transit in San Francisco will be reduced dramatically on Saturday, May 8, 2010, when Muni service cuts take effect. Unlike the changes made last December — which included rerouting some lines and increases in service — these cuts only reduce frequency and shortened hours, but will not change routings.

All lines will have some reduction in service. Overall it's about a 10% cut in service which at peak times on high ridership lines will mean longer wait times and more crowding while many community service lines — such as the 35 and 37 — will no longer run after 9:30 PM on weeknights.

Look for pamphlets titled "Muni Schedule Changes" in Muni Metro stations and onboard vehicles in the next week and be sure to know what's happening on your line ahead of time.

Sally Loveland

Administrative Assistant
ACE USA - Northwest Regional Executive Office
455 Market St., Suite 500
San Francisco, CA 94105
Phone: (415) 547-4451
Fax: (415) 547-4490
Email: sally.loveland@acegroup.com

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Board of
Supervisors/BOS/SFGOV
05/10/2010 05:06 PM

To BOS Constituent Mail Distribution,
cc
bcc
Subject MUNI lack of service



David Edelman
<pappapeach@gmail.com>
05/08/2010 12:56 PM

To board.of.supervisors@sfgov.org
cc
Subject MUNI lack of service

Dear San Francisco Board of Supervisers:

My name is David Edelman, San Francisco resident, district 5. However, I am writing about a district wide problem. I work at the main post office, on Evens. Like many of my co-workers, I get off at midnight. When I heard about the change in bus service, I was concerned. I checked the new schedual, and see the 19 Polk bus will stop at 11:40 PM. The 44 O'Shaughnessy will stop at 11:30 PM. The "T" Third will stop at midnight. The OWL busses do not even start untill 1:00 AM, however, the 91 does not have any times listed, only - - - , as if it is discontinued altogether.

Although the "T" line might still have one train left by the time we get off, it is still several blocks from where we work, so still might not be able to make that last train on time.

This failure of service will not just affect me personally and my co-workers, there is also the Examiner newspaper plant one block up from us, Pepsi behind us, various taxi cab companies around us. And this is not even considering all the hundres of residents in this area, who may have jobs in other parts of town, or out of town, and be equally stuck with trying to get back home after work.

Please help MUNI keep the 19 and 44 busses running untill atleast 1:00AM, and make sure the 91 OWL will remain unchanged, so this whole segment of San Francisco does not fall off the map.

I would have attended the meetings about this, but I work the hours meeting usually are schedualed.

Thank you very much,
David Edelman.

Board of
Supervisors/BOS/SFGOV
05/04/2010 04:20 PM

To BOS Constituent Mail Distribution,
cc
bcc
Subject SFMTA: Muni Accessible Bus Zones

----- Forwarded by Board of Supervisors/BOS/SFGOV on 05/04/2010 04:23 PM -----



ROLAND WONG
<suilung@gmail.com>
05/04/2010 01:06 PM

To SFMTA Board <MTABoard@SFMTA.com>, "SFMTA: Kate Toran" <kate.toran@sfmta.com>, "SFMTA: Lulu Feliciano" <lulu.feliciano@sfmta.com>, "SFMTA: Patricia Henry" <patricia.henry@sfmta.com>, "SFMTA: Roberta Boomer" <Roberta.Boomer@sfmta.com>, "SFMTA: Sonali Bose" <sonali.bose@sfmta.com>, "SFMTA: Annette Williams" <annette.williams@sfmta.com>, "SFMTA: Jamie Osborne" <jamie.osborne@sfmta.com>, "MAAC: Elizabeth Dawson" <elizabethdawson09@yahoo.com>, "MAAC: Randall Glock" <glockrl@gmail.com>, "MAAC: Les Clark" <maacchair@yahoo.com>, "SFMTA: Virginia Rathke" <virginia.rathke@sfmta.com>, "SFMTA: Julie Kirschbaum" <Julie.Kirschbaum@sfmta.com>, "Mayor's Office on Disabilities" <mod@sfgov.org>, "MDC: Benito Casados" <bcasados@fsasf.org>, "MDC: Denise Senhaux" <denisesadvocate@sbcglobal.net>, "MDC: Elizabeth Grigsby" <grigsbyel@yahoo.com>, "MDC: F. Woodall" <f.ross.woodall@gmail.com>, "MDC: Harriet Chan" <hchiu6@gmail.com>, "MDC: Jul Parsons" <juls_sf@hotmail.com>, "MDC: Ken Stein" <ken.stein@sfgov.org>, "MDC: Susan Mizner" <susan.mizner@sfgov.org>, "MDC: Vincent Webster" <webstervincent@yahoo.com>, Sarah Estes Merrell <smerrell@siprep.org>, "SFMTA: Jeffrey Banks" <jeffrey.banks@sfmta.com>, SF Board of Supervisors <board.of.supervisors@sfgov.org>

cc

Subject SFMTA: Muni Accessible Bus Zones

To Whom It May Concern:

I am writing concerning bus zones that are not accessible for the elderly and people with disabilities at combined commercial and residential neighborhoods. There are many in San Francisco and problematic due to the limited amount of parking spaces. As a person who uses a wheelchair it is difficult to board and exit on buses with the ramps deployed onto the streets. 46th Avenue is primarily residential and passengers board and exit at street level. For passengers who uses wheelchairs is the fear of tilting and may lead to falling out of wheelchair, people with walkers and canes or children (etc) having to climb the high steps can also a risk of fall even when the bus is 'kneeled.'

I'm not sure how SFMTA can improve this particular area but I do like to see is SFMTA will look into changes in KEY STOPS (transfer points). Listed below are some major KEY

STOPS along the 18th-46th Ave bus line.

- **Wawona**
- **Taraval**
- **Noriega**
- **Judah**
- **Geary**

This is just two neighborhoods and provided you a perspective of concern.

In the near future, I may provide you more details with images describing for the need of improving the accessibility for all. Please reply, your comments are welcome.

Respectfully yours,

--

Roland Wong

Excuse the duplicate e-mails.

Board of
Supervisors/BOS/SFGOV
05/04/2010 12:28 PM

To Sophie Maxwell/BOS/SFGOV,
cc
bcc
Subject SF General Coffee Cart!

----- Forwarded by Board of Supervisors/BOS/SFGOV on 05/04/2010 12:31 PM -----



Sarah Wunderlich
<swunderlich@responsys.com>
05/04/2010 09:10 AM

To "board.of.supervisors@sfgov.org"
<board.of.supervisors@sfgov.org>
cc
Subject SF General Coffee Cart!

Dear Sophie,

For years I have known the man behind SF's General's coffee cart. I cannot describe a sweeter, more genuine family man! He deserves to continue his wonderful service of providing coffee with a smile to all the employees at SF General!! Please don't let these renovations take away from something he has worked so many years to create!

Sarah Wunderlich

26

Board of
Supervisors/BOS/SFGOV
05/04/2010 12:26 PM

To Sophie Maxwell/BOS/SFGOV,
cc
bcc
Subject Fw: General Java/ Cafe Nightingale

----- Forwarded by Board of Supervisors/BOS/SFGOV on 05/04/2010 12:29 PM -----



rebecca bramnick
<rbramnick@gmail.com>
05/04/2010 09:01 AM

To board.of.supervisors@sfgov.org
cc
Subject General Java/ Cafe Nightingale

I think it is awful that are shutting down this business. Greg Batlin has added so much to your community and added a sense of warmth to the hospital when people needed it to cope with difficult times. People love these two businesses and they make your hospital better. I know a lot of people that would be mad and sad to see this family business pushed out because you want your own to take it's place.

Board of
Supervisors/BOS/SFGOV
05/04/2010 12:26 PM

To Sophie Maxwell/BOS/SFGOV,
cc
bcc
Subject Fw: Save Greg Batlin's Business

----- Forwarded by Board of Supervisors/BOS/SFGOV on 05/04/2010 12:29 PM -----



Adam Hemberger
<adam@simplyhired.com>
05/04/2010 08:14 AM

To board.of.supervisors@sfgov.org
cc
Subject Save Greg Batlin's Business

This is a staple of SF General. Getting rid of this business is the reason why the economy is at where it is. Support local small businesses!

Adam Hemberger
Simply Hired, Inc.
adam@simplyhired.com

Board of
Supervisors/BOS/SFGOV
05/04/2010 12:25 PM

To Sophie Maxwell/BOS/SFGOV,
cc
bcc
Subject Fw: General Java and Cafe Nightingale

----- Forwarded by Board of Supervisors/BOS/SFGOV on 05/04/2010 12:28 PM -----



Taylor Gunnell
<taylor.gunnell@gmail.com>
05/04/2010 08:13 AM

To board.of.supervisors@sfgov.org
cc
Subject General Java and Cafe Nightingale

Greg Batlin and his staff have been at San Francisco General Hospital for nearly two decades; kicking him out, and thus obligating him to compete with other vendors for a spot if he wishes to continue his business, is incredibly unjust. How can this be tolerated? Please reevaluate the way this situation was handled. One must consider not only the individual, but also the community he created through unwavering dedication to the hospital, staff, and customers.

Board of
Supervisors/BOS/SFGOV
05/04/2010 12:23 PM

To Sophie Maxwell/BOS/SFGOV,
cc
bcc
Subject support for General Java/Greg Batlin

----- Forwarded by Board of Supervisors/BOS/SFGOV on 05/04/2010 12:26 PM.-----



Shannon Raj
<shannonraj@gmail.com>
05/03/2010 11:54 PM

To board.of.supervisors@sfgov.org
cc
Subject support for General Java/Greg Batlin

Hello,

I am writing to express my support for General Java outside the hospital. Greg Batlin is a dedicated small business owner and he deserves support, particularly in these tough economic times.

Please reconsider.

thanks,

Shannon Raj

--

Shannon Raj
Exec. Notes Editor, Southern California Law Review
USC Gould School of Law
J.D. Candidate, Class of 2011



Kerry Mondragon
<kmondragon@kenwoodgrou
p.com>

05/04/2010 05:38 PM

To "Sophie.maxwell@sfgov.org" <Sophie.maxwell@sfgov.org>,
"board.of.supervisors@sfgov.org"
<board.of.supervisors@sfgov.org>

cc

bcc

Subject KEEP Nightgales Coffee PLEASE

Hi Sophie,

My name is Kerry Mondragon, a loyal customer of the Nightgales coffee shop at the SF General Hospital. As a member of the community I have been going there for years as it has grown into becoming part of the community. I was taken a back when i heard the news that SF General is forcing Mr. Batlins business out of the community, as I know I am not the only one who feels they are an important part of this area.

Could you please reconsider evicting this business out?

Thanks,

Kerry Mondragon
Production Coordinator
The Kenwood Group
Phone: 415-957-5333 ext. 210
Mobile: 415-686-5051

Board of
Supervisors/BOS/SFGOV
05/04/2010 12:31 PM

To Sophie Maxwell/BOS/SFGOV,
cc
bcc
Subject General Java

----- Forwarded by Board of Supervisors/BOS/SFGOV on 05/04/2010 12:34 PM -----



Mike Strain
<m_strain@yahoo.com>
05/04/2010 09:54 AM

To board.of.supervisors@sfgov.org
cc
Subject General Java

Dear Supervisor Maxwell,

I wanted to reach out and voice my displeasure at the eviction of the coffee vendor at SF General. Greg Batlin has spent the last 18 years serving the SF General community and now that the hospital has signed a BIG contract with a food service vendor, the little guy gets squeezed out. This is a horrible reflection on the City of San Francisco.

Mr. Batlin employs more than 15 people, that are all now going to be out of work. This story is a tragedy of today's business values.

I realize that this one email will not alter your or SF General's view, but it is just a sad reflection on how things have changed in a once great city.

Thanks for your time,

Mike Strain

Board of
Supervisors/BOS/SFGOV
05/04/2010 12:35 PM

To Sophie Maxwell/BOS/SFGOV,
cc
bcc
Subject Fw: Cafe Closure

----- Forwarded by Board of Supervisors/BOS/SFGOV on 05/04/2010 12:38 PM -----



"Daniel A Sanchez"
<daniel.a.sanchez.qywx@stat
efarm.com>
05/04/2010 10:41 AM

To <board.of.supervisors@sfgov.org>
cc
Subject Cafe Closure

To Whom It May Concern:

I have just been told about what it going to happen to Greg Batlins Café Spot. I have known Greg Batlin since I first moved into Mill Valley, California where he was my baseball coach and father figure for many years. I grew up with his son Phil Batlin and have gotten to know the warm and generous heart that this family and Greg have to give. Greg was always there for me as I grew up and not only with baseball, but with football as well. Greg has never once shed an ounce of selfishness when I came to helping others. When I heard that they were thinking about closing down his café I couldn't think of any reason y they would need to. I understand that they are rebuilding the hospital, but removing such a man from such a location would change the mood and convenience that many have become accustomed too. Many of the things that have allowed me to push through my tough times have come from the presence that he provided me when I was younger and I know that removing him from that location will take away the opportunity from Greg being able to further enrich another individuals life. Taking something away that has been there for so long, with a man that I guarantee means so much to the people that he serves, when it is really not absolutely necessary would be a bad decision. Please reconsider the decision that has been made and allow this wonderful and generous man to stay where he has been for 18 years!!!!

Daniel A Sanchez

Insurance Account Representative

146 East 78th Street

New York, NY 10075

Tel: (212) 628-8810



<jaxjaz@shaw.ca>
Sent by: "jacqueline landeen"
<jacqueline@saltspring.com>

05/04/2010 08:53 PM

To <board.of.supervisors@sfgov.org>
cc
bcc
Subject General Java.....Greg Batlin.....San Francisco General
Hospital Hoax

What is happening to the entrepreneurial spirit of the likes of Mr.Greg Batlin.....he brings hospitality to an often inhospitable place, a hospital.....he and his employees represent a belief system by happily and healthfully serving scads of stressed hospital employees with googobs of sincerity.....shame on SFGH's hoax....and masking of Sodhexo's takeover.....

Board of
Supervisors/BOS/SFGOV
05/04/2010 12:22 PM

To BOS Constituent Mail Distribution,
cc
bcc
Subject ABC News Story-Greg Batlin

----- Forwarded by Board of Supervisors/BOS/SFGOV on 05/04/2010 12:25 PM -----



Lyla Strauss
<lstrauss@ioaging.org>
05/03/2010 08:00 PM

To "board.of.supervisors@sfgov.org"
<board.of.supervisors@sfgov.org>
cc
Subject ABC News Story-Greg Batlin

Dear SF Supervisor,
Please do not allow Greg Batlin and his business to be taken out of SFGH. He is an upstanding native San Franciscan who has been there for 18 years - folks just love him and his business! Please do what you can to keep him there. Thanks for whatever you can do.
Sincerely,
Lyla Strauss

Lyla Strauss, LVN
Older Adults Care Management
Institute on Aging
291 Lambert Avenue
Palo Alto, CA 94306
Phone: (650) 329-1411
Fax: (650) 855-1705
Email: lstrauss@ioaging.org
www.oacm.org

Enhancing the quality of life for adults as they age

Confidentiality notice: this e-mail message, including any attachments, is for the sole use of intended recipient(s) and may contain confidential and protected information. Any unauthorized review, use, disclosure or distribution is prohibited. If you are not the intended recipient, please contact the sender by reply e-mail and destroy all copies of the original message.



"Laurie Armstrong"
 <larmstrong@sanfrancisco.travel>
 05/04/2010 10:05 AM

To <esp138@yahoo.com>
 cc <gavin.newsom@sfgov.org>, "Laurie Armstrong"
 <larmstrong@sanfrancisco.travel>,
 <board.of.supervisors@sfgov.org>
 bcc

F: 100451

Subject FW: You lost my business do to your Boycott - Andrew Olah

Thank you for your email. I am sharing your message with the offices of the Mayor and the Board of Supervisors.
 To express your concerns directly, please contact the Mayor's Office at gavin.newsom@sfgov.org and the Board of Supervisors at board.of.supervisors@sfgov.org.

The San Francisco Convention & Visitors Bureau opposes travel boycotts in general. As a sales and marketing organization, our role is to market the city as a visitor destination. Our CEO Joe D'Alessandro addresses this topic in his blog at http://www.sfgate.com/cgi-bin/blogs/dalessandro/detail?blogid=142&entry_id=62736

Our hope is that this issue will be resolved quickly so that we can continue our work welcoming visitors to one of the world's favorite cities.

I know that this issue is important to you. I hope that, once it is resolved, we can welcome you as well.

Sincerely,

Laurie Armstrong
 Vice President, Public Affairs
 SAN FRANCISCO
 CONVENTION & VISITORS
 BUREAU
 201 Third Street, Suite 900
 San Francisco, CA
 94103-3185
 T 415.227.2615 | F
 415.227.2602 | M
 415.290.6830
 larmstrong@sanfrancisco.travel

Please consider the environment before printing this email.

Voted #1 U.S. City to Visit by Condé Nast Traveler Readers for 17th Year in a Row

Enhance your membership by participating in the bureau's Promotional Opportunities

From: Andrew Olah [mailto:esp138@yahoo.com]
Sent: Monday, May 03, 2010 8:38 PM
To: SFCVB PR Department
Subject: You lost my business do to your Boycott

San Francisco shame on you for your Boycott !!!!!!!I came from a family of immigrants that came here LEGALLY If the federal government will not back up illegal immigration hats off to the State of Arizona for stepping up and taking action ,illegals have cost us to much that's why you are in so

27

bad financial state Calif.

I live in Idaho and was planning to vacation on June 5th thru 12th in San Francisco with my family of Four ,I have always loved the city and have vacationed there at least twice a year.

My plans now, Vacation in Arizona.

Stop the ridiculous Boycott.

Andrew Olah

Board of
Supervisors/BOS/SFGOV
05/06/2010 12:07 PM

To BOS Constituent Mail Distribution,
cc
bcc
Subject SFJAZZ News



Laura Hamilton
<lhamilton@sfjazz.org>
05/05/2010 05:22 PM

To "board.of.supervisors@sfgov.org"
<board.of.supervisors@sfgov.org>
cc
Subject SFJAZZ News

Dear Board of Supervisors,

I am writing to share some exciting news. Tomorrow, SFJAZZ will be announcing plans to build a permanent home in San Francisco's Civic Center/Hayes Valley cultural district. It is immensely gratifying – for our staff, for our board and for our patrons – to be able to embark on this next stage of SFAZZ's growth.

The new SFJAZZ Center will be dedicated to our mission of jazz presentation and education. The building will house a 700-seat contemporary concert hall built specifically for jazz, a "black box" space for more intimate performances (80 seats) and rehearsals – including the SFJAZZ High School All-Stars, the SFJAZZ Collective, and a new SFJAZZ Community Big Band – as well as education program spaces, practice rooms and a digital music lab. The building will also feature a sidewalk-level cafe, and will house SFJAZZ's administration offices.

This project is a major milestone for SFJAZZ, and for jazz. This will be the West Coast's first facility designed specifically for jazz, and the first free-standing building for jazz music and education in the country. It will take its place alongside renowned arts institutions such as the San Francisco Symphony, San Francisco Opera and the San Francisco Ballet. Equally important, this new facility will allow for continued and expanded educational opportunities and serve as a much-needed resource for the Hayes Valley neighborhood.

Creating a performing arts center for jazz, built specifically to our needs, will greatly enhance SFJAZZ's ability to advance this uniquely American art form and to help ensure that jazz has a bright and sustainable future. I thank you for your support of the arts throughout San Francisco and look forward to sharing our new home with you.

Sincerely,

Randall Kline

27



Matthew Ferriss
<matthew.ferriss@gmail.com>

05/03/2010 01:22 PM

To Eric.L.Mar@sfgov.org, Michela.Alioto-Pier@sfgov.org,
David.Chiu@sfgov.org, Carmen.Chu@sfgov.org,
Ross.Mirkarimi@sfgov.org, Chris.Daly@sfgov.org,
cc angela.calvillo@sfgov.org, larry.badiner@sfgov.org,
board.of.supervisors@sfgov.org

bcc

Subject Terrible Experience on California Cable Car line Car #54
April 16th

2 attachments



photo.jpg



photo1.jpg

Dear President Chiu and Supervisors,

Based on the terribly dangerous conditions I personally observed while riding the MUNI California Cable Car line Car #54 on April 16th prior to the Jeff Beck concert at the Masonic Center which are documented in detail below, I respectfully urge you to deny the Categorical Exemption and grant a full Environmental Impact Report on the 1111 California Project.

- On Friday, April 16th after 7:30PM, I was traveling eastbound on the California Street Cable #54 and found myself stuck on the cable car for 30 minutes due to the gridlock traffic caused by concert arrivals.
- I had boarded the cable car at Larkin and California Street and once we reached Hyde St., the gridlock became so bad, it brought the cable line to a stop.
- It took a total of 10 minutes for the cable car to go from Hyde St. to the Masonic Grand Lodge which is only 2 blocks. The gripman actually had to jump off the cable car and physically direct the vehicles out of the cable car lane one by one. This left only a single gripman and the passengers on the cable car which was very concerning.
- Once the cable car finally had a clear path, the taxis and visiting cars who did not understand that you can't block the cable car in motion would drive right in front of the moving cable car which created an immediate backup and brought the cable to an emergency stop putting everyone at risk of getting seriously hurt.
- Once the cable car finally reached the Masonic Grand Lodge, the traffic became even worse with cars trying to enter the Masonic Grand Lodge Parking Garage and Crocker Garage. All the jaywalking all across California St. made the situation even more unsafe.
- At this time the driver radioed headquarters and asked them to send a supervisor to evaluate if the situation was too unsafe for the cable car to operate. His exact words to headquarters were "We need to

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close this line down, it's too unsafe".

- As you can see from my attached photo a Silver SUV is making an illegal turn across the solid center yellow lines into the Crocker Garage and the Honda is completely blocking the cable car route.

- It took a total 19 minutes to go from Hyde St. to Powell and 30 minutes total for the complete ride from Larkin to Front. I later observed that the California Cable Car did indeed shut down due to the amount of traffic.

Overall, this alarming experience makes me realize that the Planning Department has not adequately evaluated the potential significant impacts of this project. The lack of a full Environmental Impact Report on this Project endangers the health and safety of all San Franciscans.

Best,

Matt Ferriss



Francisco Da Costa
<fdc1947@gmail.com>
05/06/2010 05:37 PM

To Francisco Da Costa <fdc1947@gmail.com>
cc
bcc Board of Supervisors/BOS/SFGOV
Subject Time to bring all people together.

**Time to bring all people together.
This article was posted in the Chinese
Shingtao Newspaper says " Francisco brings
people together" - wont you all join me and
bring peace to San Francisco:**

<http://www.franciscodacosta.org/articles/blossoms104.html>

Francisco Da Costa

29



"Chris Parkinson"
<parky36@covad.net>
05/04/2010 06:30 PM

To <christina.iwasaki@sfgov.org>
cc <henry.okeke@motustrade.com>, <gavin.newsom@sfgov.org>, <board.of.supervisors@sfgov.org>
bcc
Subject No California companies bid for San Fransico payroll contracts?

I was amazed to hear you outsource the Payroll Contract for San Francisco's Human Resources out to a Mesa Arizona Company.

Go ahead and boycott these Arizona companies and tell me how we can bid for the contract. I will promise you we win the contract we will hire everyone in California especially those on the Jobs Now job rolls that they do not have to worry. All it takes is computer equipment and check printing equipment. The right software which Quickbooks in the short term would work just fine and there would be no hiccup.

We would love to help the City of San Francisco locally meet its Payroll requirements.

Sincerely yours,

Chris Parkinson
CFO – Motus Trade Inc.

30



"Chris Parkinson"
<parky36@covad.net>
05/04/2010 07:28 PM

To <carolyn.tyler@abc.com>
cc <gavin.newsom@sfgov.org>,
<board.of.supervisors@sfgov.org>
bcc
Subject No California company bids on SF payroll

Very good story on San Francisco's Payroll. The whole story why no California Company bids on SF Payroll services are twofold. One is important they want emergency payroll to go uninterrupted during such emergency and check delivered in a special manner. They prefer a company outside of the Bay Area. No problem how about Rocklin or Fresno. The second is qualifications. It looks like they tailor made this for the Mesa company and no one else:

B. QUALIFICATIONS:

- It has successfully provided Check Printing and Emergency Recovery services to at least three (3) cities and/or counties within the last five (5) years of this RFP comparable to services requested in size, scale and scope, as demonstrated through the Prior Project Descriptions.

Who has those qualifications? There has to be a change to their qualifications because bottom line is, payroll is not that difficult. I did it for a 20 person company and never had a glitch and I agree 20,000 checks twice a month is different but it simply is a matter of scale. Bottom line here the City has created a hostile bidding environment so that cronies of some city people somewhere get their buddies in Mesa to do the business that honestly is not that hard to do.

We would do this for San Francisco. I have a safe out of the area office and we do have the expertise just lack these ridiculous qualifications. It is no wonder no one bids but let me guess a company in Arizona gets it time and time again. This could stimulate the local economy which we direly need, why are we stimulating Mesa's?

The way the Feds run their qualifications is a new company can bid with the promise within 6 months it hires people that will meet the requirement. What is the matter with San Francisco? No wonder unemployment is where it is today with this kind of treatment of California business.

I can't hire people in a vacuum of business that flows outside the state.

Chris Parkinson
CFO – Motus Trade, Inc.
Mountain View, CA



"Fariello, David"
<David.Fariello@ucsf.edu>
05/06/2010 02:30 PM

To "board.of.supervisors@sfgov.org"
<board.of.supervisors@sfgov.org>
cc
bcc
Subject FY 10/11 Proposed DPH BUdget

Dear President Chiu and Board Members,

As a San Francisco mental health provider for 30 years, I understand budget cuts are sometimes inevitable, but DPH staff has the duty to make clear what the cuts are and why they were chosen.

I was appalled to read that the Proposed DPH 10/11 budget cuts includes a \$15,552,260 reduction to RFP mental health services without any detail of what areas of services are be impacted. How can the Health Commission and the people of San Francisco review and understand the cuts if no information is forthcoming?

Sincerely,
David Fariello

David Fariello, LCSW
Division Director
Citywide Case Management Programs
Community Focus
982 Mission Street
San Francisco, CA 94103
(415) 597-8065
Fax: 597-8004

CONFIDENTIALITY NOTICE

This email and any files or previous email messages transmitted with it, may contain confidential information that is privileged or otherwise exempt from disclosure under applicable law. If you are not the intended addressee, nor authorized to receive for the intended addressee, you are hereby notified that you may not use, copy, disclose or distribute to anyone the information contained in or attached to this message. If you received this message in error, please immediately advise david.fariello@ucsf.edu by reply email and delete this message, its attachments and any copies. Thank you.

31

Sup. Daly
page.

We provide:

Jobs in tough times
Hope in hard times
Dignity all the time

The Supportive Housing
Employment Collaborative

32

Dear Board of Supervisors:

The Supportive Housing Employment Collaborative (SHEC) helps people in my community return to the workforce.

This budget cycle, please protect this important resource that saves the City money by moving people towards meaningful work.

Sincerely,

JOAN CHEN

Street Address:

Phone:

Email:

1000 Market

102+4623

community housing partnership



SAVE OUR SHEC!

To:

SF Board Of Supervisors
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

AK

2009 MAY -4 PM 3:10

RECEIVED
BOARD OF SUPERVISORS
SAN FRANCISCO

Dear Board of Supervisors:

The Supportive Housing Employment Collaborative (SHEC) helps people in my community return to the workforce.

This budget cycle, please protect this important resource that saves the City money by moving people towards meaningful work.

Sincerely,

Delia Arbez 5-3-10

Street Address:

Phone:

Email:

1000 Market Street S.F. CA
(415) 200-5588

102+4623

community housing partnership



SAVE OUR SHEC!

To:

SF Board Of Supervisors
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

AK

2009 MAY -4 PM 3:10

RECEIVED
BOARD OF SUPERVISORS
SAN FRANCISCO

Dear Board of Supervisors:

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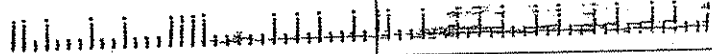
Sincerely,

Tris Savage

Street Address: *2020 Market*

Phone: *864-3533*

Email:



SAVE OUR SHEC!

RECEIVED
BOARD OF SUPERVISORS
SAN FRANCISCO
MAY -4 PM 3:33
ALC
To:
SF Board Of Supervisors
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

Dear Board of Supervisors:

The Supportive Housing Employment Collaborative (SHEC) helps people in my community return to the workforce.

This budget cycle, please protect this important resource that saves the City money by moving people towards meaningful work.

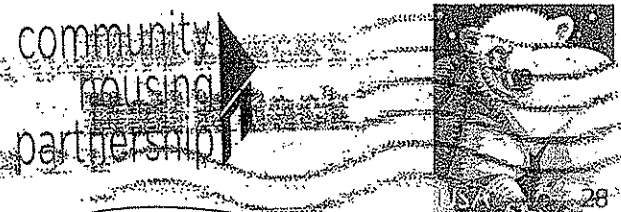
Sincerely,

Street Address: *300 Pine St*

Phone: *415 392-3400*
#A

Email: *Dista*

1024453 DigitalS...
com

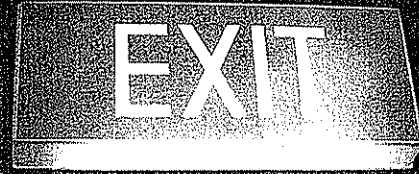


SAVE OUR SHEC!

RECEIVED
BOARD OF SUPERVISORS
SAN FRANCISCO
MAY -4 PM 3:33
ALC
To:
SF Board Of Supervisors
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

C: Sop Daly
Page

Protect the



From Homelessness

Dear Board of Supervisors:

Services at Supportive Housing sites help people remain housed and save our city money by reducing visits to the hospital, shelter stays, and incarceration.

Please work to protect Supportive Housing services in the 2010-2011 budget.

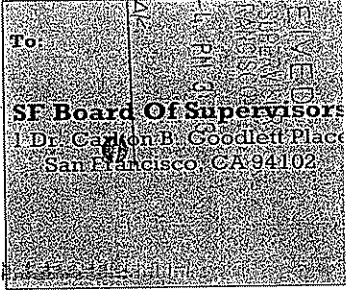
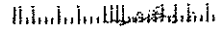
Sincerely,

APC

Street Address: 1251 TURK #420

Phone: (415) 441-4928

Email:



Dear Board of Supervisors:

Services at Supportive Housing sites help people remain housed and save our city money by reducing visits to the hospital, shelter stays, and incarceration.

Please work to protect Supportive Housing services in the 2010-2011 budget.

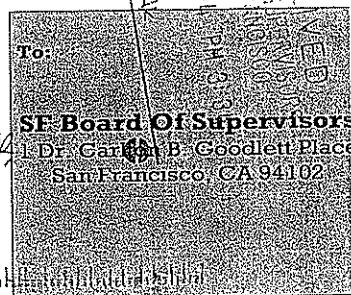
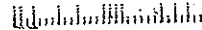
Sincerely,

Deborah Parker

Street Address: 1000 Market St

Phone: 241-0310

Email:



Dear Board of Supervisors:

The Supportive Housing Employment Collaborative (SHEC) helps people in my community return to the workforce.

This budget cycle, please protect this important resource that saves the City money by moving people towards meaningful work.

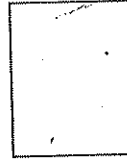
Sincerely,

Tracee Finch

Street Address: 440 Eddy St., #208

Phone: (415) 504-4564

Email:



SAVE OUR SHEC!

To:

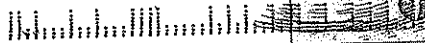
SF Board Of Supervisors
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

BY

AK

2010 MAY - PM 3:47

RECEIVED
BOARD OF SUPERVISORS
SAN FRANCISCO



Dear Board of Supervisors:

The Supportive Housing Employment Collaborative (SHEC) helps people in my community return to the workforce.

This budget cycle, please protect this important resource that saves the City money by moving people towards meaningful work.

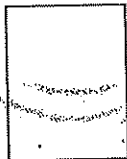
Sincerely,

[Signature]

Street Address:

Phone:

Email:



SAVE OUR SHEC!

To:

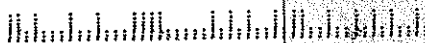
SF Board Of Supervisors
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

BY

AK

2010 MAY - PM 3:47

RECEIVED
BOARD OF SUPERVISORS
SAN FRANCISCO





Dear Board of Supervisors: SAN FRANCISCO, CA

Services at Supportive Housing sites help people remain housed and save our city money by reducing visits to the hospital, shelter stays, and incarceration.

Please work to protect Supportive Housing services in the 2010-2011 budget.

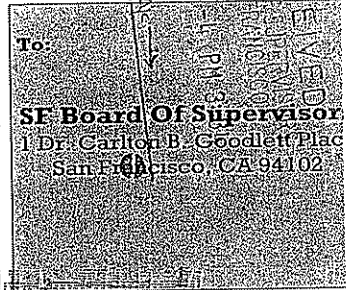
Sincerely,



Ms Julie Zich
1000 Market St Apt 210
San Francisco, CA 94102



Ms Julie Zich
1000 Market St Apt 210
San Francisco, CA 94102



Dear Board of Supervisors:

The Supportive Housing Employment Collaborative (SHEC) helps people in my community return to the workforce.

This budget cycle, please protect this important resource that saves the City money by moving people towards meaningful work.

Sincerely,

Roy Felle's

Street Address: 1000 Market St 401

Phone: 415-524-5064

Email: rumbod@cs.cba.com



SAVE OUR SHEC!

RECEIVED
BOARD OF SUPERVISORS
SAN FRANCISCO
MAY - 5 PM '10
AK
To: SF Board Of Supervisors
Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

Dear Board of Supervisors:

Services at Supportive Housing sites help people remain housed and save our city money by reducing visits to the hospital, shelter stays, and incarceration.

Please work to protect Supportive Housing services in the 2010-2011 budget.

Sincerely,

Tracee Finch

Street Address: Eddy St.
SF, CA 94109

Phone:

Email:



2010 MAY - 3 PM 3:47

RECEIVED
BOARD OF SUPERVISORS
SAN FRANCISCO

To: SF Board Of Supervisors
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102



jim johnson
<curley3230@yahoo.com>
05/07/2010 04:25 PM

To board.of.supervisors@sfgov.org
cc
bcc
Subject

please help with the homeless
project



daniel pong
<dannyde684@live.com>
05/06/2010 02:36 PM

To <boardofsupervisors@sfgov.org>
cc
bcc
Subject the city

YOU PEOPLE ARE NUTS!!!! THIS CITY IS IN A FINANCIAL MESS AND YOU WANT TO STICK YOUR NOSES INTO ANOTHER STATES

BUSINESS. DON'T WE HAVE ENOUGH PROBLEMS ALREADY???

- 1-THE MUNI MESS
- 2-THE HOMELESS
- 3-THE BUDGET
- 4-SCHOOLS
- 5-PARKING (CONSTANTLY RAISING COSTS TO COVER THE SALARIES OF THE \$100,000 CLUB)
- 6-POTHOLES

YOU ARE GOING TO GO ONE STEP TOO MANY WHEN YOU KEEP RAISING FEES EVERYWHERE TO PAY THE SALARIES OF THE CITY WORKERS. THAT HAS GOT TO STOP.

Hotmail has tools for the New Busy. Search, chat and e-mail from your inbox. [Learn more.](#)



Bo Links <bo@slotelaw.com>

To board.of.supervisors@sfgov.org

cc:

05/07/2010 05:38 PM

bcc

Subject Please Preserve Sharp Park During Budget Decisionmaking

Dear Supervisors Mar, Alioto-Pier, Chiu, Chu, Mirkarimi, Daly, Elsbernd, Dufty, Campos, Maxwell and Avalos:

I'm writing as a lifelong City resident, a city golfer since 1962, and as co-founder of the San Francisco Public Golf Alliance, a 4,000 member group that supports eco-friendly, affordable, accessible public golf for all. I'm also writing as the City's volunteer golf historian.

The game of golf has been a San Francisco tradition for over 100 years and the City's courses are assets of inestimable value. The course at Sharp Park is a historically significant site, having been designed by golf's Michelangelo – Dr. Alister MacKenzie, the same man who designed Augusta National (site of the Masters), Cypress Point (in Pebble Beach) and a resume full of renowned venues around the world.

Sharp Park is special even among Mackenzie's many great courses because it is one of only two public seaside courses that he built. The other is the Eden Course at St. Andrews. Moreover, the golfers who play at Sharp Park are predominately City residents (over 60% of the rounds played there are by City residents) and the women, men, seniors and juniors who have come to know and love this gem of a golf course are as eclectic and diverse a group as exists any place on earth. Just spend a morning watching the activity at the first tee at Sharp Park if you want proof of that.

I know times are tight and budgets are stretched. But the little course at Sharp Park makes money. During 2008-09 it logged approximately 55,000 rounds at very modest greens fees. Even with low fees, the course generates a positive cash flow, and is able to contribute a significant sum to general Park & Rec overhead (which comes in the form on an annual "administrative" charge to Sharp Park which amounts to approximately \$250,000-\$300,000 each year). Even with that contribution, the course is still in the black and with a modest increase in greens, the return would be even better.

Beyond its positive cash flow, Sharp park has been recognized nationally – by the Cultural Landscape Foundation; by Sports Illustrated magazine; by Golf World magazine and by architectural critics the world over. IT has been a civic hub and a vibrant meeting ground for generations of local golfers, including San Francisco's own Ken Venturi, the local legend who won the 1964 US Open Championship.

Please don't cast this asset aside. It is worth funding, worth saving, and worthy of preservation. Recently, the San Francisco Parks, Recreation & Open Space Advisory Committee (PROSAC) voted *unanimously* to support keeping Sharp Park as an 18 hole golf course, rather than convert it to other uses. The Recreation & Parks Commission voted unanimously the same way. Indeed, every responsible study that has been conducted about Sharp Park has come to the same

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conclusion – this is a golf course worthy of preservation in an environmentally sensitive manner.

I urge you to do all in your power to give life to these recommendations as you make budget decisions for the upcoming year.

Thank you for considering these views.

--

BO LINKS
SLOTE & LINKS
100 Pine Street, Suite 750
San Francisco, CA 94111-5109

P 415.393.8099 direct dial
F 415.294.4545
E bo@slotelaw.com

Visit us on the Internet - www.slotelaw.com

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Jean
<jpalmer@yahoo.com>
05/04/2010 09:18 AM

To board.of.supervisors@sfgov.org
cc
bcc
Subject Strybing Fee

Dear Ms Chu and other board members,

I love SF botanical gardens and I use to be a member of Strybing until they raised their rates to \$60.

Living close to GG park I try to support all the organizations. I have been a member of the De Young since I moved to SF and the CA Academy of Science since they renovated the building. As i said I did belong to Strybing until they raised their rates and I would still be a member if it was 25-30 per year.

I love to bird watch and often visit the gardens so I still drop a dollar or two in the donation kiosks. I want to keep the gardens free and I hope you can find a way to do so.

I don't have a problem with charging people from out of state BUT wouldn't the park be better served by charging for parking? Funds would be put back into the park not the general fund? With the new CA Academy the parking lots are always filled on the weekends - add \$5 to the parking for the museums for the gardens on weekends and still the lots will be filled without hiring a private agency to manage the gardens. BUT you have to charge for parking on the streets or just outlaw it because since the academy of science opened the park has been overrun with parked cars.

Or why not charge an extra fee to the big concert agencies for the gardens and park? The place is torn up and disrupted while they are here - wouldn't that make more sense then hiring a private organization to manage SF Botanical?

How about ticketing all the people who have their dogs off leash in the leashed areas and putting that money back into the park? This could solve two problems at once. Have rangers ticket cars and dogs off leash for extra cash.

Or how about putting those parking machines in the neighborhoods close to the park then you could charge higher rates on the weekends and give that money to the park and gardens. The park is for everyone to enjoy; the history and the feeling of being out of the city in the city should be protected always.

In closing I would also like to say that I just got a letter from the garden society requesting a donation and have to wonder the details of their 3.5million spent in a year? That seems so high in this economy for a garden?

Hopefully you can find a way to help the gardens and keep it free for all.

PS: Boats should always be available to rent at Stow. The cafe should not be a destination cafe - no one is going to go there in the cold winter or even in the cold summer and they will fill up the parking lot and take over the park from it's primary goal. There are over 3,000 restaurants in the city - really do we need another destination cafe? Let the neighborhood surrounding the park continue to draw their livelihood from visitors.

34



Sylvia Tam-Lee
<snoopytam@sbcglobal.net>
05/04/2010 07:42 PM

To janekim@sfusd.edu
cc board.of.supervisors@sfgov.org, carmen.chu@sfgov.org
bcc
Subject enrollment

To Ms, Kim,

My name is Sylvia Tam-Lee and my daughter is Emma Grace Lee. I want to express my frustration toward this whole enrollment process to SF Unified School District. I am so angry and lost of words at times. I don't understand the logic of this process which totally makes no sense. Kids are being sent all over town regardless of the financial capability and availability of transportation. My daughter is currently applying to kindergarten enrollment. However, she is sent to John Muir School which is one of the lowest score among the school district. I heard that the school might be converted to another type soon. We are currently living in the Richmond District. Instead of sending her to Argonne, Alamo, Jefferson or somewhere near in Richmond or Sunset, we were sent to the other side of the city. We were hoping for a better result by undergoing the 2nd round of assignment to Chinese Immersion School. We had high hope since the school district's information sheet indicated that Chinese Immersion have more spaces. However, we just received our letter and we are rejected once again even we know from a reliable source that there are still space available. This added even more frustration. We did include Chinese immersion school among the our school choices for the 1st round. However, we were denied because it was not our first choice. Then we found out that more classes are open up but we still wasn't picked for this school. Now, we are denied yet again because my child is not Chinese Speaking. How can we win with the school district? I am hoping to send my child there to learn Chinese as well as other courses. As a mother, I am heartbroken and in panic since my daughter has no school assignment. We are given none of our choices..... How does this make any sense? We are longtime resident of SF and yet we got no school for my our daughter. Why is the school district is forcing many parents like us to either go private school which we may or may not able to afford or go through this horrible school re-assignment again and again??? I am appealing to you to reconsider my daughter's enrollment to Chinese Immersion. I am also writing to you because my husband and I may be unemployed in the near future since the economy is so unstable. Please, I am begging you as a mother. Please, have a heart!!! Please allow my child to have a decent education and still able to live in this city. We are desperate. Please help us!!!

35

Board of
Supervisors/BOS/SFGOV
05/04/2010 11:56 AM

To BOS Constituent Mail Distribution,
cc
bcc
Subject Fw: Parkmerced 2008.0021E - SF Planning Commission
"Informational" Hearing Comment Memo - A.Goodman

----- Forwarded by Board of Supervisors/BOS/SFGOV on 05/04/2010 11:59 AM -----



Aaron Goodman
<amgodman@yahoo.com>
05/03/2010 03:47 PM

To linda.avery@sfgov.org, board.of.supervisors@sfgov.org
cc sophie.hayward@sfgov.org, dean@tenantstogether.org, Ted
Gullicksen <ted@sftu.org>, cbirnbaum@tclf.org,
brian_turner@nthp.org, CMcCoy@presidiotrust.gov
Subject Parkmerced 2008.0021E - SF Planning Commission
"Informational" Hearing Comment Memo - A.Goodman

Memo on the upcoming Parkmerced "informational" hearing date May 6th, 2010 @ 3:30pm

Please find the attached memo in multiple formats, in regards to the upcoming "informational" hearing/meeting
Parkmerced.

Sincerely

A.Goodman



100506_plancommission.docx



100506_plancommission.pdf



100506_plancommission.rtf

36



To:
Cc:
Bcc:
Subject: Petition of 2-1-1 California

From: "Morehouse, Katherine S." <katherine.morehouse@cpuc.ca.gov>
To: "Morehouse, Katherine S." <katherine.morehouse@cpuc.ca.gov>
Cc: "Wilson, Sean" <sean.wilson@cpuc.ca.gov>, "Conner, Cherrie" <cherrie.conner@cpuc.ca.gov>
Date: 05/04/2010 11:00 AM
Subject: Petition of 2-1-1 California

On June 3, 2010, The California Public Utilities will be issuing a decision in P.10-02-002, a petition by 2-1-1 California, seeking to be named the lead 2-1-1 agency in California. The decision will open a proceeding for the Commission to gather evidence on the merits of 2-1-1 California's petition. It is important to the Commission that California counties, who are integrally involved in the provision of health and human services, be involved in this proceeding.

We have assembled an email service list of all the counties in California. If you have reached this message and want communications regarding this proceeding to be directed elsewhere in your county, please advise by replying to this email and providing alternate contact information. If this email address is satisfactory, you do not need to do anything.