

FILE NO. 130578

Petitions and Communications received from May 27, 2013, through June 3, 2013, for reference by the President to Committee considering related matters, or to be ordered filed by the Clerk on June 11, 2013.

Personal information that is provided in communications to the Board of Supervisors is subject to disclosure under the California Public Records Act and the San Francisco Sunshine Ordinance. Personal information will not be redacted.

From Clerk of the Board, reporting the following individual has submitted a Form 700 Statement: (1)

Michael P. Lee - Legislative Aide - Leaving.

*From Controller, submitting the final FY2014-2023 Ten-Year Capital Plan. Copy: Each Supervisor. (2)

*From Controller, submitting the FY2014-2015 Proposed Budget and Appropriation Ordinance as of May 31, 2013. Copy: Each Supervisor. (3)

*From Controller, submitting the FY2014-2015 Proposed Salary Ordinance as of May 31, 2013. Copy: Each Supervisor. (4)

From Controller, issuing The Airport Commission Should Require Increased Accountability of Airport and Aviation Professionals, Inc. memorandum. Copy: Each Supervisor. (5)

From Controller, regarding Budget and Legislative Analyst services for FYs 2013-2014 and 2014-2015. Copy: Each Supervisor. (6)

From Police Commission, regarding selection of Thomas P. Mazzucco and L. Julius Turman as President and Vice President of the Commission. Copy: Each Supervisor. (7)

From Office of Economic and Workforce Development, submitting 2012-2013 Local Hiring Report. Copy: Each Supervisor. (8)

From UCSF Medical Center, providing notification of relocation of Department of Neurodiagnostic Services to 400 Parnassus, 8th Floor, as of June 17, 2013. Copy: Each Supervisor. (9)

From concerned citizens, regarding the Neighborhood Energy Response Team program. 2 letters. Copy: Each Supervisor. (10)

From concerned citizens, regarding the Masonic Avenue cycle track project. File No. 120974. 2 letters. Copy: Each Supervisor. (11)

From Richard Hack, regarding the UCSF Mount Sutro Management Project. Copy: Each Supervisor. (12)

From Larry Barsetti, regarding the proposed Retiree Health Care Trust Fund ballot measure. File No. 130481. Copy: Each Supervisor. (13)

From Lee Goodin, regarding the Central Subway budget. Copy: Each Supervisor. (14)

From Marvis Phillips, regarding Department of Public Health budgeting. Copy: Each Supervisor. (15)

From Paul Diaz, regarding bacterial meningitis prevention. 2 letters. Copy: Each Supervisor. (16)

From Terry Aston Bennett, regarding the Polk Street Corridor Improvement Project. Copy: Each Supervisor. (17)

From Leona Clark, regarding City trees maintenance. (18)

From Bhanu Vikram, regarding City parks. Copy: Each Supervisor. (19)

From Adrian Bartoli, regarding fiber broadband. Copy: Each Supervisor. (20)

From Linda Nakasone, regarding Public Library evening hours. Copy: Each Supervisor. (21)

From James Corrigan, regarding parking enforcement. Copy: Each Supervisor. (22)

*(An asterisked item represents the cover sheet to a document that exceeds 25 pages. The complete document is available at the Clerk's Office, Room 244, City Hall.)

BOARD of SUPERVISORS



**City Hall
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco 94102-4689
Tel. No. 554-5184
Fax No. 554-5163
TDD/TTY No. 544-5227**

Date: May 31, 2013
To: Honorable Members, Board of Supervisors
From: Angela Calvillo, Clerk of the Board
Subject: Form 700

This is to inform you that the following individual has submitted a Form 700 Statement:

Michael P. Lee – Legislative Aide – Leaving

ONESF

Building Our Future



THE CITY AND COUNTY OF SAN FRANCISCO | CAPITAL PLAN

Document is available
at the Clerk's Office
Room 244, City Hall ②

FY 2014-2023



CITY AND COUNTY OF SAN FRANCISCO

PROPOSED BUDGET

AND

APPROPRIATION ORDINANCE

AS OF MAY 31, 2013

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

③



File No. _____

Ordinance No. _____

**FISCAL YEAR ENDING JUNE 30, 2014 and
FISCAL YEAR ENDING JUNE 30, 2015**

FOR SELECT DEPARTMENTS

③

CITY AND COUNTY OF SAN FRANCISCO

PROPOSED SALARY ORDINANCE

AS OF MAY 31, 2013

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

④



File No. _____ Ordinance No. _____

**FISCAL YEAR ENDING JUNE 30, 2014 and
FISCAL YEAR ENDING JUNE 30, 2015**

FOR SELECT DEPARTMENTS

④

From: Chapin-Rienzo, Shanda on behalf of Reports, Controller
Sent: Thursday, May 30, 2013 12:47 PM
To: Calvillo, Angela; Nevin, Peggy; BOS-Legislative Aides; BOS-Supervisors; Kawa, Steve; Howard, Kate; Falvey, Christine; Elliott, Jason; Campbell, Severin; Newman, Debra; sfdocs@sfpl.info; gmetcalf@spur.org; CON-EVERYONE; CON-CCSF Dept Heads; CON-Finance Officers; Martin, John (SFO); Franzella, Gary; Xiong, Richard; McCoy, Tryg; Fermin, Leo; Martinez, Denise; Tang, Wallace; a.fedor@avairpros.com
Subject: Memorandum Issued: The Airport Commission Should Require Increased Accountability of Airport and Aviation Professionals, Inc.

The Office of the Controller's City Services Auditor Division (CSA) today issued a memorandum on its audit of the contract between the Airport Commission (Airport) and Airport and Aviation Professionals, Inc. (AvAirPros). The audit found that the Airport should better monitor the contract by requiring AvAirPros to provide documentation detailing tasks it performed to support the labor costs it charges. By requiring increased accountability, the Airport would be more assured that the services it receives from AvAirPros are commensurate with the amounts charged. Finally, the Airport, contrary to the contract, did not approve in advance certain AvAirPros expenses and did not pay AvAirPros on time each month.

To view the full memorandum, please visit our website at: <http://co.sfgov.org/webreports/details.aspx?id=1577>

This is a send-only e-mail address.

For questions about the memorandum, please contact Director of City Audits Tonia Lediju at Tonia.Lediju@sfgov.org or 415-554-5393 or the CSA Audits Unit at 415-554-7469.



CITY AND COUNTY OF SAN FRANCISCO
OFFICE OF THE CONTROLLER

Ben Rosenfield
Controller

Monique Zmuda
Deputy Controller

MEMORANDUM

TO: John L. Martin, Airport Director
San Francisco International Airport

San Francisco Airport Commission
San Francisco International Airport

FROM: Tonia Lediju, Director of City Audits
City Services Auditor Division 

DATE: May 30, 2013

SUBJECT: The Airport Commission Should Require Increased Accountability of
Airport and Aviation Professionals, Inc.

EXECUTIVE SUMMARY

The City and County of San Francisco (City), through its Airport Commission (Airport), contracted with Airport & Aviation Professionals, Inc., (AvAirPros) for airline liaison office consultant services. The audit found that the Airport should improve the monitoring of its contract by requiring AvAirPros to provide documentation detailing tasks performed to support labor costs charged under the contract. By requiring increased accountability, the Airport could be better assured that the services received from AvAirPros are commensurate with the amounts charged. Finally, the Airport, contrary to the contract, did not approve in advance certain AvAirPros expenses and did not pay AvAirPros on time each month.

The Airport concurs with the memorandum's two findings and agrees to implement all three of the recommendations. The Airport's response is attached.

BACKGROUND, OBJECTIVES & METHODOLOGY

Background

Audit Authority. The Charter of the City and County of San Francisco (City) provides the Controller, as the City Services Auditor (CSA), with broad authority to conduct audits. The Airport's Business and Finance Division requested an audit by CSA of the AvAirPros contract. As a result, CSA included this audit in its fiscal year 2012-13 approved work plan.

The Contract. In 2009 the Airport entered into a five-year contract with AvAirPros, with a not-to-exceed compensation amount of \$800,000 per year. The purpose of the contract is for AvAirPros to serve as a single point of contact for the Airport and the airlines as represented by the San Francisco Airline Airport Affairs Committee (SFAAAC), on matters related to Airport affairs, and financial, technical, and operational information. The period of the contract is July 1, 2009, through June 30, 2014, with three one-year options to renew. On October 25, 2011, the Airport approved Modification No. 1, which increased the fiscal year 2011-12 compensation amount to \$894,000 and the maximum compensation to \$900,000 per fiscal year for the remaining contract term. On the same date, the Airport also adopted Resolution 11-0234, which authorized the carryover of unspent funds in fiscal year 2011-12 to the next fiscal year. The compensation increase was in response to several large capital projects that were in the planning process and airline approval process and required additional airline liaison consulting services.

The Contractor. AvAirPros has been an aviation industry consultant since 1989 and has provided professional consulting and management services to airlines and airports in a number of cities throughout the United States, including California airports such as San Diego County Regional Airport Authority, Norman Y. Mineta San Jose International Airport, and Oakland International Airport. AvAirPros provides management and business consulting services for the aviation, airport, and airline industry, including consulting services in the field of airline and airport lease negotiations and liaison services.

For the Airport's contract, AvAirPros serves as a liaison between SFAAAC and the Airport in managing the relationship between the Airport and 43 airlines. In this role, AvAirPros:

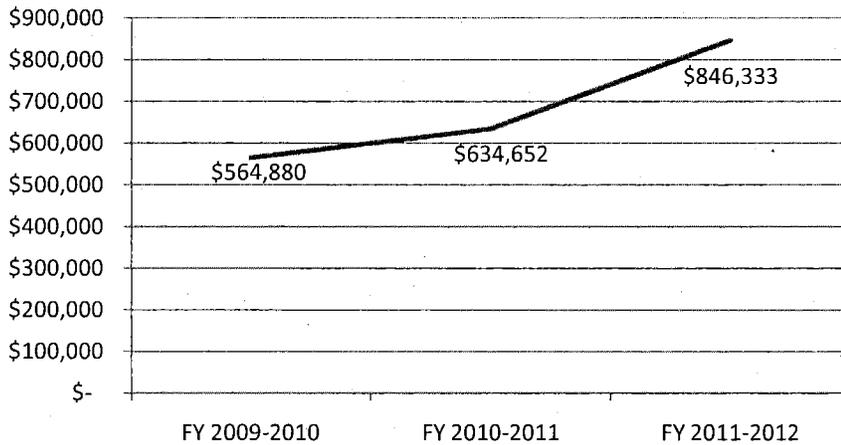
- Meets with airlines to discuss Airport policies and activities, operating budgets, and capital projects.
- Analyzes Airport budgets, rates and charges, and capital projects for the airlines.
- Provides technical and operational input and support to facilitate airline approvals required by the Lease and Use Agreement.¹
- Serves as a single point of contact for all parties in resolving Airport and airline issues.
- Assists the Airport on capital projects.

In fiscal year 2011-12 AvAirPros assisted with capital projects in Boarding Area E, Terminal 3 East, Terminal 1, and with the San Francisco International Airport (SFO) baggage claim system.

The Contract Compensation. The Airport pays AvAirPros monthly for the labor costs and reimbursable expenses it incurred in the previous month. The Airport may withhold payment to AvAirPros if it fails or refuses to satisfy its material obligations under the contract. Also, if it is late in paying contract expenses, the Airport is not liable for interest or late charges. Exhibit 1 shows the amount expensed by AvAirPros and paid by the Airport for the last three fiscal years.

¹ Airlines enter into the Lease and Use Agreement with the Airport to operate at SFO and to lease and use certain space in one or more terminals.

**EXHIBIT 1 Expenses for AvAirPros Contract
 July 1, 2009, Through June 30, 2012**



Source: Auditor's analysis based on data from Airport's Aviation and Parking Management Unit and the City's accounting system.

Labor costs are based on the flat hourly labor rate for AvAirPros job positions as prescribed by the contract. The rates are increased each fiscal year through 2011-12 by a defined amount and are further adjusted each year based on the Consumer Price Index.

The contract provides for reimbursement of AvAirPros' direct expenses. The categories of allowable reimbursement include:

- Long distance phone calls
- Postage, printing, and reproduction
- Supplies
- Travel expenses for airfare, lodging, meals, and ground transportation (with advance approval)
- Other expenses (with advance approval)

Labor costs represented 98 percent of total costs submitted for compensation by AvAirPros in fiscal year 2011-12. Exhibit 2 shows the labor costs incurred and reimbursable expenses in fiscal year 2011-12.

**EXHIBIT 2 Amounts Invoiced by and Paid to AvAirPros
 July 1, 2011, Through June 30, 2012**

Category	Payments
Labor Costs	\$828,545
Reimbursable Expenses	17,788
Total	\$846,333

Source: Airport's Aviation and Parking Management Unit

Aviation and Parking Management and SFO. Aviation and Parking Management, a unit of the Airport's Business and Finance Division, oversees the contract. The unit manages airlines, aviation and government agency tenants, parking, and space allocation at SFO. The San Francisco Bay Area's largest airport, SFO offers nonstop connections with more than 76 cities in the U.S. on 15 domestic airlines and with more than 31 international points on 30 international carriers.

Objectives

The objectives of the audit were to:

- Evaluate the adequacy of the Airport's monitoring procedures and internal controls over the administration of the AvAirPros contract.
- Determine whether AvAirPros complies with the general provisions of the contract.
- Assess whether AvAirPros accurately charges the Airport for services provided and reimbursable expenses.

The audit period was July 1, 2011, through June 30, 2012.

Methodology

CSA gathered information on the contract and conducted fieldwork to accomplish the audit objectives. CSA:

- Reviewed and gained an understanding of contract terms and provisions.
- Interviewed key Airport and AvAirPros personnel about contract monitoring procedures and internal controls over the billing and payment processes.
- Evaluated documents prepared by AvAirPros supporting the provisions of the contract.
- Tested the accuracy of charges to the Airport for AvAirPros' services provided and reimbursable expenses — for six months in the audit period, representing 56 percent of the expenses charged — by verifying that the expenses were:
 - Allowable under the contract.
 - Submitted with adequate documentation to support amounts billed.
 - Properly reviewed by Airport staff before payment.
- Tested whether the Airport paid invoices on time during six months in the audit period.

This performance audit was conducted in accordance with generally accepted government auditing standards. These standards require planning and performing the audit to obtain sufficient, appropriate evidence to provide a reasonable basis for the findings and conclusions based on the audit objectives. CSA believes that the evidence obtained provides a reasonable basis for the findings and conclusions based on the audit objectives.

RESULTS

Finding 1 – The Airport does not require AvAirPros to provide sufficient support for labor costs, which increases the risk of overpayment.

Because it does not require AvAirPros to provide documentation of detailed tasks performed to support labor costs before approving the costs for payment, the Airport cannot adequately confirm the validity of labor costs reported by AvAirPros. For the six months tested during fiscal year 2011-12, total labor costs were \$449,323, of which \$365,685 (81 percent) was charged by two employees. Before payment, the Airport verified that labor costs were properly supported by time records. However, according to the Airport, it did not compare those costs to detailed documentation supporting that tasks related to the contract were performed. Although this is not required by the contract, by vouching labor costs to documentation supporting tasks performed, the Airport could be better assured that AvAirPros is properly charging for and completing services required by the contract.

According to the State Auditor's Office of Washington, governments traditionally have used time-and-materials contracts that compensate contractors based on how much time is spent or the quantity of materials used.² However, governments can give citizens more value for their money by using performance-based contracts, under which businesses are paid based on providing deliverables or meeting preestablished outcomes or results.

Performance-based contracting requirements exist elsewhere in similar contracts. For example, the contract between the San Diego County Regional Airport Authority and AvAirPros for similar services explicitly requires that, for each month's labor costs, AvAirPros:

- Describe with specificity each task AvAirPros performed, who performed the task, and the date the task was performed.
- Provide documents associated with the task that AvAirPros prepared.
- Break out the cost of the task.

According to Airport staff, as it receives services from AvAirPros daily, the Airport is satisfied that the time reports that support the labor costs submitted monthly by AvAirPros are accurate. Of the 12-month audit period, 6 months' labor costs, representing 54 percent of the total labor expenses charged in fiscal year 2011-12, were tested. All labor costs for services provided were supported by time reports.

The Airport reviews the time reports for reasonableness, ensuring that labor costs do not significantly fluctuate without reason. However, without proper support, the Airport cannot be sure that the labor costs charged are accurate. Although two AvAirPros employees worked at the Airport full-time, there is a possibility that the employees could have worked on projects unrelated to the Airport contract but charged the Airport for those hours. If the Airport verifies that labor costs are supported by documented tasks performed, it will be better assured that it receives services for the charges paid out under the contract.

² The State Auditor's Office of Washington, Report No. 1004877, *Performance-Based Contracting – Review of Current State Practices*, 2011.

Recommendation

1. The Airport should require that, for each month's labor costs, AvAirPros: describes with specificity each task performed, the date it was performed, and who performed it; provides documents prepared by AvAirPros associated with each task; and specifies the cost of each task.

Finding 2 – The Airport did not comply with two contract requirements.

The Airport did not comply with two of the requirements in its contract as follows:

- The Airport did not approve in advance travel expenses and miscellaneous expenses for website maintenance. Inspection of six months' of invoices in fiscal year 2011-12 found that the Airport did not pre-approve \$13,969 of travel expenses and \$359 of miscellaneous expenses before AvAirPros incurred them. However, they were approved before payment was remitted. Appendix B of the contract requires advance approval by the Airport director of travel expenses and miscellaneous expenses but does not allow for a designee to indicate approval in the Airport director's place. Without advance approval, unexpected excessive expenses could result in disputes with the contractor. According to Airport staff, these expenses were not formally pre-approved because the Airport expected the expenses based on conversations with AvAirPros and verbally agreed with AvAirPros in advance that the expenses were allowable under the contract.
- The Airport did not pay AvAirPros by the 15th day of each month. All six invoices inspected from fiscal year 2011-12 indicate that the Airport paid AvAirPros 16 to 33 days after the end of the preceding month. Under the contract, the Airport cannot be assessed late fees or interest charges for late payments, so the Airport's failure to pay AvAirPros promptly has no monetary impact. Nonetheless, the Airport is obligated to comply with all contract requirements. Failure to adhere to contract terms could result in disputes with contractors and potentially indicates to the contractor that the Airport does not enforce all contract provisions. According to Airport staff, the Airport cannot pay by the 15th of the month because it receives invoices approximately a week to ten days after the month-end and its invoice review process takes approximately 10 to 15 business days. The audit confirmed that the Airport received invoices 8 to 16 days after the end of the month and that the reimbursable expenses included on the six invoices tested were properly supported by receipts.

The contract's requirement that invoices be paid by the 15th day of each month for work performed in the previous month may not provide the Airport enough time to sufficiently review the invoices if the invoices are submitted close to or after the 15th. Establishing payment due dates based on when an invoice is received, rather than using a set day of the month, would allow the Airport to thoroughly review the amounts invoiced regardless of when the invoice is submitted by the vendor. City policy requires that invoices be reviewed for completeness and accuracy by a primary and secondary approver and that

vendors be paid within 30 days of the date on which the City receives an invoice.³ The audit verified that the Airport complied with this 30-day payment requirement.

Determining the reasonableness of contract requirements is important to ensure that expectations are realistic. The Airport must assess the appropriateness of contract terms and consider whether some may need modification. For example, it may be unreasonable to require the Airport director to approve in advance AvAirPros' travel and miscellaneous expenses. It may be more reasonable for the associate deputy Airport director of the Aviation and Parking Management unit to fulfill this duty because that unit oversees the contract, communicates directly with AvAirPros, and, therefore, the unit director may better understand the expected expenses. Also, the payment deadline of the 15th of the month may be unreasonable. It may be more reasonable for the Airport to comply with the City's policy requiring payment of invoices within 30 days of receipt, which would allow the Airport to continue its current process of thoroughly reviewing invoices before payment.

Recommendations

The Airport should:

2. Comply with the contract requirement for the Airport director to approve in advance travel and miscellaneous expenses, or determine whether the requirement is feasible. If it is infeasible, the Airport should amend Appendix B to support its process. The Airport should consider including a designee as an appropriate signatory to approve in advance travel and miscellaneous expenses and adhere to the new requirement.
3. Comply with the contract requirement to pay the contractor by the 15th day of the month for work performed in the preceding month or determine whether the requirement is feasible. If it is infeasible, the Airport should amend the contract to support its process. The Airport should consider requiring payment within a certain number of days from the date the invoice is received and accepted by the City. If the requirement is changed, the Airport should adhere to the new requirement.

The Airport's response is attached. CSA will work with the Airport to follow up on the status of the recommendations in this memorandum. CSA extends its appreciation to you and your staff who assisted with this audit. If you have any questions or concerns, please contact me at (415) 554-5393 or tonia.lediju@sfgov.org.

cc: Airport
Tryg McCoy
Leo Fermin
Denise Martinez
Wallace Tang
Gary Franzella
Richard Xiong

³ Office of the Controller, Departmental Guideline No. 001-07, Prompt Payment Program.

Controller

Ben Rosenfield

Elisa Sullivan

Nicole Doran

Kate Kaczmarek

ATTACHMENT: DEPARTMENT RESPONSE



San Francisco International Airport

May 22, 2013

Tonia Lediju
Director of City Audits
City Hall, Room 476
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

Subject: Airport and Aviation Professionals, Inc.
Contract Compliance Audit

Dear Ms. Lediju:

In response to an email from Kate Kaczmarek, dated May 8, 2013, attached is the Audit Recommendations and Responses regarding the Airport and Aviation Professionals, Inc. Contract Compliance audit.

If you have any questions, please feel free to call me at (650) 821-4525.

Sincerely,


Gary Franzella
Associate Deputy Airport Director
Aviation & Parking Management

cc: Leo Fermin
Tryg McCoy
Wallace Tang
Elisa Sullivan – CSA
Kate Kaczmarek – CSA
Nicole Doran – CSA

Attachment

For each recommendation, the responsible agency should indicate whether it concurs, does not concur, or partially concurs. If it concurs with the recommendation, it should indicate the expected implementation date and implementation plan. If the responsible agency does not concur or partially concurs, it should provide an explanation and an alternate plan of action to address the identified issue.

RECOMMENDATIONS AND RESPONSES

Recommendation	Response
<p>The Airport Commission should:</p> <ol style="list-style-type: none"> 1. Require that, for each month's labor costs, AvAirPros: describes with specificity each task performed, the date it was performed, and who performed it; provides documents prepared by AvAirPros associated with each task; and specifies the cost of each task. 	<p>The Airport will review this with Airport and Aviation Professionals, Inc. (AvAirPros) and seek to obtain more detailed information regarding labor costs, per this recommendation.</p>
<ol style="list-style-type: none"> 2. Comply with the contract requirement for the Airport director to approve in advance travel and miscellaneous expenses, or determine whether the requirement is feasible. If it is infeasible, the Airport should amend Appendix B to support its process. The Airport should consider including a designee as an appropriate signatory to approve in advance travel and miscellaneous expenses and adhere to the new requirement. 	<p>This matter is under review. In the interim, we have processed to Director Martin advance review and approval for travel and miscellaneous expenses for Fiscal Year 2013/14.</p>

Recommendation	Response
<p>3. Comply with the contract requirement to pay the contractor by the 15th day of the month for work performed in the preceding month, or determine whether the requirement is feasible. If it is infeasible, the Airport should amend the contract to support its process. The Airport should consider requiring payment within a certain number of days from the date the invoice is received and accepted by the City. If the requirement is changed, the Airport should adhere to the new requirement.</p>	<p>This matter is under review with AvAirPros to submit their invoices earlier to allow for the Airport to pay the contractor by the 15th day of the month. If this is not possible, we will reach agreement with AvAirPros that payment occur within 15 days of receipt of the invoices. This matter will be reviewed with the City Attorney's Office.</p>



**CITY AND COUNTY OF SAN FRANCISCO
OFFICE OF THE CONTROLLER**

RECEIVED
BOARD OF SUPERVISORS
SAN FRANCISCO

2013 MAY 31 AM 10:06

Orig: COB
C: BOS-11, Adm. Dep, cpage
not file

Ben Rosenfield
Controller

Monique Zmuda
Deputy Controller

May 28, 2013

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

Attention: Angela Calvillo, Clerk of the Board

RE: Budget and Legislative Analyst Services – FYs 2013-14 and 2014-15

The cost information and supplemental data provided by your office on the proposed contract for Budget and Legislative Analyst services have been reviewed by my staff.

If these services are provided at the proposed contract price, it appears they can be performed at a lower cost than if the work were performed by City employees.

The requirements of Charter Section 10.104.15 relative to the Controller's findings that "work or services can be practically performed under private contract at a lesser cost than similar work performed by employees of the City and County of San Francisco" have been satisfied. Attached is a statement of projected cost and estimated savings for Fiscal Years 2013-14 and 2014-15 and the informational items provided by the department pursuant to San Francisco Administrative Code Section 2.15.

Following the approval of the Board of Supervisors, we will notify your department and the Purchaser that this Charter requirement has been met.

Please contact Risa Sandler at 415-554-6626 if you have any questions regarding this determination.

Sincerely,

Ben Rosenfield,
Controller

Enclosures

cc: Board of Supervisors' Budget Analyst
Human Resources, Employee Relations

Board of Supervisors
 Budget and Legislative Analysis
COMPARATIVE COSTS OF CONTRACTING VS. IN-HOUSE SERVICES (1) (2)
 FISCAL YEAR 2013-14

ESTIMATED CITY COSTS:

PROJECTED PERSONNEL COSTS

Job Class Title	Class	# of Full Time Equivalent Positions	Bi-Weekly Rate		Low	High
Budget & Legislative Analyst	0955	1.0	\$ 6,010	\$ 7,671	\$ 156,861	\$ 200,213
Policy and Legislative Director	0953	1.0	4,956	6,325	129,352	165,083
Audit, Special Projects, and Budget Directc	0953	1.0	4,956	6,325	129,352	165,083
Principal Administrative Analyst	1824	3.0	3,609	4,387	282,585	343,502
Senior Administrative Analyst	1823	6.0	3,119	3,790	488,435	593,514
Administrative Manager 2	0923	1.0	3,698	4,720	96,518	123,192
Executive Secretary I 2	1450	1.0	2,265	2,753	59,117	71,853
Temporary Salaries	TEMP_M	0.5	1,723	1,723	22,485	22,485
Holiday Pay (if applicable)					0	0
Night / Shift Differential (if applicable)					0	0
Overtime Pay (if applicable)					2,123	2,581
Other Pay (if applicable)					0	0
Total Salary Costs		14.5			1,366,827	1,687,506

FRINGE BENEFITS

Variable Fringes (3)		0	0
Fixed Fringes (4)		0	0
Total Fringe Benefits		628,741	776,253

ADDITIONAL CITY COSTS (if applicable)

Operating Expenses (materials and supplies, office equipment, other expenses)	130,000	130,000
Data Processing Hardware & Software	75,000	75,000
	0	0
	0	0
Total Capital & Operating	205,000	205,000

ESTIMATED TOTAL CITY COST

2,200,568 2,668,758

LESS: ESTIMATED TOTAL CONTRACT COST

(2,001,041) (2,001,329)

ESTIMATED SAVINGS

\$ 199,526 \$ 667,429

% of Savings to City Cost

9% 25%

Comments/Assumptions:

1. FY 1979 would be/was the first year these services are/were contracted out.
2. Salary levels reflect proposed salary rates effective July 1, 2013. Costs are represented as annual 12 month costs.
3. Variable fringe benefits consist of Social Security, Medicare, employer retirement, employee retirement pick-up and long-term disability, where applicable.
4. Fixed fringe benefits consist of health and dental rates plus an estimate of dependent coverage.
5. Classifications based on current configuration of Budget and Legislative Analyst services. Salary schedules are based on projected salary rates in BPMS.
6. Full time equivalent (FTE) positions include 12 managers and analyst staff and 2 administrative staff. The staff level of 12 managers and analysts is based on the number of staff required to provide 17,000 hours of productive service, as well as MOU-mandated leave and training hours and other nonproductive administrative hours (staff meetings, performance evaluations, and other administrative hours) consistent with ALGA (Association of Local Government Auditors) standards.
7. Any potential seasonal or overtime costs if brought in-house have not been determined.

BOARD OF SUPERVISORS
 BUDGET AND LEGISLATIVE ANALYST
 COMPARATIVE COSTS OF CONTRACTING VS. IN-HOUSE SERVICES (1) (2)
 FISCAL YEAR 2014-15

ESTIMATED CITY COSTS:

PROJECTED PERSONNEL COSTS

Job Class Title	Class	# of Full Time Equivalent Positions	Bi-Weekly Rate		Low	High
Budget & Legislative Analyst	0955	1.0	\$ 5,811	\$7,671	\$ 151,658	\$ 200,213
Policy and Legislative Director	0953	1.0	4,956	6,325	129,352	165,083
Audit, Special Projects, and Budget Director	0953	1.0	4,956	6,325	129,352	165,083
Principal Administrative Analyst	1824	3.0	3,609	4,387	282,585	343,502
Senior Administrative Analyst	1823	6.0	3,119	3,790	488,435	593,514
Administrative Manager 2	0923	1.0	3,698	4,720	96,518	123,192
Executive Secretary I 2	1450	1.0	2,265	2,753	59,117	71,853
Temporary Salaries	TEMP_M	0.5	1,723	1,723	22,485	22,485
Holiday Pay (if applicable)					42,973	53,259
Night / Shift Differential (if applicable)					28,362	35,151
Overtime Pay (if applicable)					2,123	2,581
Other Pay (if applicable)					0	0
Total Salary Costs		14.5			1,432,959	1,775,916

FRINGE BENEFITS

Variable Fringes (3)	470,632	584,088
Fixed Fringes (4)	229,066	229,066
Total Fringe Benefits	699,697	813,153

ADDITIONAL CITY COSTS (if applicable)

Operating Expenses (materials and supplies, office equipment, other expenses)	130,000	130,000
Data Processing Hardware & Software	75,000	75,000
	0	0
	0	0
Total Capital & Operating	205,000	205,000

ESTIMATED TOTAL CITY COST

2,337,656 2,794,069

LESS: ESTIMATED TOTAL CONTRACT COST

(2,015,739) (2,019,565)

ESTIMATED SAVINGS

\$ 321,917 \$ 774,504

% of Savings to City Cost

14% 28%

Comments/Assumptions:

1. FY 1979 would be/was the first year these services are/were contracted out.
2. Salary levels reflect proposed salary rates effective July 1, 2014. Costs are represented as annual 12 month costs.
3. Variable fringe benefits consist of Social Security, Medicare, employer retirement, employee retirement pick-up and
4. Fixed fringe benefits consist of health and dental rates plus an estimate of dependent coverage.
5. Classifications based on current configuration of Budget and Legislative Analyst services. Salary schedules are based on projected salary rates in BPMS.
6. Full time equivalent (FTE) positions include 12 managers and analyst staff and 2 administrative staff. The staff level of 12 managers and analysts is based on the number of staff required to provide 17,000 hours of productive service, as well as MOU-mandated leave and training hours and other nonproductive administrative hours (staff meetings, performance evaluations, and other administrative hours) consistent with ALGA (Association of Local Government Auditors) standards.
7. Any potential seasonal or overtime costs if brought in-house have not been determined.



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BOARD OF SUPERVISORS
SAN FRANCISCO

The Police Commission

CITY AND COUNTY OF SAN FRANCISCO

2013 MAY 30 AM 10:32

May 29, 2013

Honorable Mayor Edwin M. Lee
Mayor, City and County of San Francisco
#1 Dr. Carlton B. Goodlett Place, Room 200
San Francisco, CA 94102

✓ Honorable Board of Supervisors
#1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102

THOMAS MAZZUCCO
President

L. JULIUS TURMAN
Vice President

DR. JOE MARSHALL
Commissioner

ANGELA CHAN
Commissioner

CAROL KINGSLEY
Commissioner

SUZY LOFTUS
Commissioner

Inspector John Monroe
Secretary

Dear Mayor Lee and Supervisors:

At the meeting of the Police Commission on Wednesday, May 22, 2013, the following resolution was adopted:

RESOLUTION NO. 13-24

ELECTION OF PRESIDENT OF THE POLICE COMMISSION

RESOLVED, that Commissioner Thomas P. Mazzucco shall serve as President of the San Francisco Police Commission.

- AYES: Commissioners Marshall, Kingsley, Turman, Loftus, Mazzucco
- NAYS: Commissioner Chan

ELECTION OF VICE PRESIDENT OF THE POLICE COMMISSION

RESOLVED, that Commissioner L. Julius Turman shall serve as Vice President of the San Francisco Police Commission.

- AYES: Commissioners Mazzucco, Marshall, Kingsley, Turman, Loftus
- NAYS: Commissioner Chan

Very truly yours,


Inspector John Monroe
Secretary
San Francisco Police Commission

1345/rct

To: BOS-Supervisors; BOS-Legislative Aides
Subject: Local Hire Report
Attachments: 2012-2013 local hiring report _year2_low res2.pdf

From: Hervey, Myisha
Sent: Wednesday, May 29, 2013 3:38 PM
To: Nevin, Peggy
Subject: Local Hire Report

Myisha Hervey
Office of Economic and Workforce Development
City Hall, Room 448
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102
Direct (415)554-6695
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myisha.hervey@sfgov.org
www.oewd.org



SAN FRANCISCO

LOCAL HIRING

POLICY FOR CONSTRUCTION

2012-2013 ANNUAL REPORT

To the San Francisco Board of Supervisors



GREETINGS FROM THE MAYOR

On behalf of the City and County of San Francisco, I am pleased to present to you the second annual report for the San Francisco Local Hiring Policy for Construction.

Supporting the local economy and putting San Franciscans to work has been at the forefront of most of my major initiatives as Mayor. With the construction industry leading the way in the City's economic growth and recovery, I am pleased that the Local Hiring Policy is providing employment opportunities for our residents.

The results from the first and second year of implementation are promising. While projects with a 25 percent local hiring requirement are still in their early stages, reporting indicates the requirements are being met.

As we move into the third year of the Mandatory Local Hiring Policy, I have established the Construction Workforce Advisory Committee to guide the direction of the Local Hiring Policy and to develop recommendations addressing the needs of the construction industry.

Creating and maintaining jobs in San Francisco has been my priority as Mayor, as these jobs benefit residents and local businesses. This in turn fuels our economy and keeps our City moving forward.

With warmest regards,

A handwritten signature in cursive script that reads "Edwin M. Lee".

Edwin M. Lee
Mayor

SAN FRANCISCO
**LOCAL
HIRING**
POLICY FOR CONSTRUCTION

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INTRODUCTION

THE MISSION OF THE OFFICE OF ECONOMIC AND WORKFORCE DEVELOPMENT (OEWD) is to support the ongoing economic vitality of San Francisco. Under the direction of Mayor Edwin M. Lee, OEWD provides city-wide leadership for workforce development, business attraction and retention, neighborhood commercial revitalization, international business and development planning.

OEWD's programs are responsible for strengthening San Francisco's many diverse neighborhoods and commercial corridors. These programs create a business climate where companies can grow and prosper, and ensure a high quality of life for all San Franciscans.

The goal of the Workforce Development Division of OEWD is to expand employment opportunities for San Francisco residents by providing employers with skilled workers to meet the demands of sustainable and growing industries.

ABOUT THE SAN FRANCISCO LOCAL HIRING POLICY FOR CONSTRUCTION

In December of 2010, the San Francisco Board of Supervisors approved amendments to Chapter 6.22(g) of the San Francisco Administrative Code and adopted the San Francisco Local Hiring Policy for Construction (the "Policy"). The Policy became one of the strongest pieces of legislation in the country to promote the utilization of local residents on locally sponsored projects.

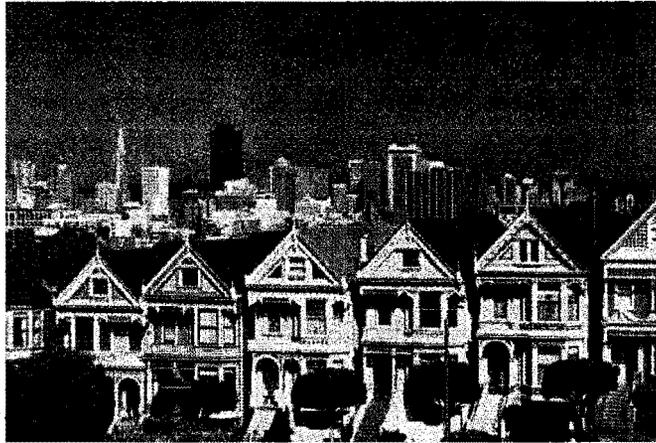
In the first year of the Policy, the mandatory local hiring requirement was 20% by trade. Projects advertised during the second year, from March 25, 2012 to March 24, 2013, have a requirement of 25% by trade. Projects advertised after March 25, 2013 have a requirement of 30% by trade.

OEWD is designated to implement the Policy and is responsible for producing this annual report to the Board of Supervisors.

EXECUTIVE SUMMARY

PURPOSE

The second annual report on the Local Hiring Policy for Construction was produced to inform the Board of Supervisors of the progress achieved during the Policy's first two years of implementation. The report presents department and trade performance data, discusses workforce demographics and identifies priorities for Year Three.



METHODS OF ANALYSIS

OEWD utilizes certified payroll records from the City's Project Reporting System¹ (PRS) to verify hours worked by San Francisco residents on projects covered by the Policy. Data entered into the City's PRS between March 25, 2011 and March 1, 2013 was used to produce this report and does not include work hours generated under the Policy's off-ramps. These off-ramps include off-site credits for projects not covered by the Policy and sponsorship of local apprentices through direct entry agreements. Findings for 25% requirement projects can be considered preliminary, as limited hours have been worked and reported into the PRS.

REPORT OVERVIEW

From March 25, 2011 to March 24, 2012, a total of 78 projects were advertised and awarded with the 20% local hiring requirement. On these projects, San Francisco residents worked approximately 34% of all craft hours.

Between March 25, 2012 and March 24, 2013, OEWD tracked 40 projects with the 25% mandatory local hiring requirement. PRS data indicates that 32% of all reported craft hours were worked by San Francisco residents.

MAYOR'S CONSTRUCTION WORKFORCE ADVISORY COMMITTEE

In July 2012, Mayor Lee established the Construction Workforce Advisory Committee. The Committee is comprised of 12 stakeholders representing City departments, labor unions, contractors and non-profit community based organizations. This committee serves in an advisory role to guide the direction of the Local Hiring Policy and to develop recommendations addressing the needs of the local construction workforce.

YEAR THREE PRIORITIES

OEWD will strive to maximize employment opportunities for San Francisco residents in the construction industry. Consistent with that goal, the department will sponsor training programs that support a qualified workforce and assist contractors in meeting their workforce needs. OEWD will continue to strengthen and expand partnerships with contractors, contractor associations, labor unions and apprenticeship programs.

¹ Elation Systems, Inc. www.elationsys.com

FIRST YEAR OVERVIEW

PROJECTS OVERVIEW

Many of the 78 projects currently covered by the 20% local hiring requirement are at or nearing completion. These projects are managed by six different departments within the City and County of San Francisco: the Public Utilities Commission (PUC), the San Francisco International Airport (SFO), the Department of Public Works (DPW), the Recreation and Parks Department (RPD), the Port of San Francisco (Port) and the Municipal Transportation Agency (MTA).

TABLE 1: CONSTRUCTION PROJECTS WITH 20% LOCAL HIRING REQUIREMENT

Department	PUC	SFO	DPW	RPD	PORT	MTA	Total
Number of Active Projects	24	10	26	8	9	1	78
Total Award Amount	\$71.7M	\$118.2M	\$35.7M	\$31.6M	\$84.1M	\$1.3M	\$342.7M

LOCAL HIRING PERFORMANCE

As shown in Table 2, projects covered by the 20% local hiring requirement reported 852,073 total work hours. Of this amount, local residents worked 286,828 hours, or 34%. Local residents also worked 53,024 of 88,814, or 60%, of total apprentice hours.

TABLE 2: CONSTRUCTION PROJECT HOURS WITH 20% LOCAL HIRING REQUIREMENT

Department	Total Hours			Apprentice Hours		
	Total	Local	Local %	Total	Local	Local %
PUC	247,479	89,575	36%	19,644	15,711	80%
SFO	104,248	40,214	39%	13,429	8,049	60%
DPW	166,340	63,936	38%	11,833	8,743	74%
RPD	100,824	33,876	34%	9,921	6,033	61%
Port	226,939	56,324	25%	32,875	13,670	42%
MTA	6,243	2,903	47%	1,112	818	74%
Total	852,073	286,828	34%	88,814	53,024	60%



SECOND YEAR OVERVIEW

PROJECTS OVERVIEW

As shown in Table 3, there are 40 projects covered by the 25% local hiring requirement. To date, the Port and MTA have not reported any hours worked on projects subject to the 25% requirement.

TABLE 3: CONSTRUCTION PROJECTS WITH 25% LOCAL HIRING REQUIREMENT

Department	PUC	SFO	DPW	RPD	PORT	MTA	Total
Number of Active Projects	11	1	21	7	0	0	40
Total Award Amount	\$68.2M	\$557K	\$57.4M	\$17.3M	\$0	\$0	\$ 143.6M

LOCAL HIRING PERFORMANCE

As Table 4 illustrates, projects covered by the 25% local hiring requirement reported 93,595 total work hours. Of this amount, local residents worked 29,800 hours, or 32%. Local residents also worked 5,568 of 10,027, or 56%, of total apprentice hours.

TABLE 4: CONSTRUCTION PROJECT HOURS WITH 25% LOCAL HIRING REQUIREMENT

Department	Total Hours			Apprentice Hours		
	Total	Local	Local %	Total	Local	Local %
PUC	18,831	5,384	29%	1,461	1,050	72%
SFO	2,741	1,602	58%	219	200	91%
DPW	66,285	21,165	32%	8,164	4,253	52%
RPD	5,737	1,649	29%	183	65	36%
Port	0	0	0%	0	0	0%
MTA	0	0	0%	0	0	0%
Total	93,595	29,800	32%	10,027	5,568	56%



LOCAL HIRING PERFORMANCE BY TRADE

20% REQUIREMENT

Table 5 shows total trade hours reported for projects subject to the 20% requirement. Most trades exceeded the 20% local requirement and the 50% local apprentice requirement. A few trades did not meet the specific requirements; however, they qualified for exemptions or effectively utilized the off-ramps.

TABLE 5: LOCAL HIRING PERFORMANCE BY TRADE, 20% LOCAL HIRING REQUIREMENT

Trade	Total Hours			Apprentice Hours		
	Total	Local	Local %	Total	Local	Local %
Carpenter And Related Trades	48,875	22,627	46%	6,241	2,637	42%
Carpet, Linoleum, Soft Floor Layer	7,430	1,285	17%	1,233	601	49%
Cement Mason	27,340	8,462	31%	3,736	3,603	96%
Drywall Installer/Lather	15,628	3,206	21%	797	704	88%
Electrician	66,203	27,553	42%	10,801	5,560	51%
Glazier	6,603	1,399	21%	1,145	148	13%
Ironworker	42,982	11,192	26%	7,433	3,579	48%
Laborer And Related Classifications	395,301	142,303	36%	32,756	25,283	77%
Operating Engineer	89,760	30,731	34%	3,696	2,974	80%
Painter	5,159	1,982	38%	622	376	60%
Pile Driver	21,288	4,179	20%	5,173	1,231	24%
Plumber	27,456	9,614	35%	8,540	4,526	53%
Plasterer	396	198	50%	0	0	0%
Roofer	10,825	1,543	14%	2,560	1,237	48%
Sheet Metal Worker	24,060	6,225	26%	3,135	357	11%
Tile Setter	587	436	74%	16	0%	0%
Other Trades*	62,181	13,896	22%	932	210	23%
Total	852,073	286,828	34%	88,814	53,024	60%

*Asbestos Removal Worker, Asbestos Worker – Heat and Frost Insulator, Boilermaker, Brick Tender, Bricklayer/Blocklayer, Driver, Electrical Utility Lineman, Elevator Constructor, Field Surveyor, Landscape Maintenance Laborer, Metal Roofing Systems Installer, Modular Furniture Installer, Parking and Highway Improvement, Parking and Highway Improvement Painter, Slurry Seal Worker, Teamster, Terrazzo Finisher, Tile Finisher, Traffic Control/Lane Closure.

LOCAL HIRING PERFORMANCE BY TRADE

25% REQUIREMENT

Table 6 shows total trade hours reported for projects subject to the 25% requirement. Most trades exceeded the 25% local requirement and the 50% local apprentice requirement. The data presented in Table 6 represents only a small sampling of total projects awarded under the 25% requirement.

TABLE 6: LOCAL HIRING PERFORMANCE BY TRADE, 25% LOCAL HIRING REQUIREMENT

Trade	Total Hours			Apprentice Hours		
	Total	Local	Local %	Total	Local	Local %
Carpenter And Related Trades	2,155	1,120	52%	150	89	59%
Cement Mason	5,665	1,489	26%	542	542	100%
Electrician	1,332	284	21%	131	0	0%
Drywall Installer/Lather	632	351	56%	0	0	0%
Ironworker	336	32	10%	57	0	0%
Laborer And Related Classifications	50,441	17,916	36%	5,128	3,114	61%
Operating Engineer	11,849	3,476	29%	104	104	100%
Painter	332	216	65%	16	0	0%
Pile Driver	93	64	69%	27	0	0%
Plumber	1,201	845	70%	300	300	100%
Roofer	8,918	2,380	27%	3,486	1,395	40%
Sheet Metal Worker	479	145	30%	86	24	27%
Other Trades*	10,163	1,483	15%	2	2	100%
Total	93,595	29,800	32%	10,027	5,568	56%

*Asbestos Removal Worker, Bricklayer/Blocklayer, Driver, Electrical Utility Lineman, Field Surveyor, Landscape Maintenance Laborer, Slurry Seal Worker, Teamster, Tile Finisher, Tile Setter, Traffic Control/Lane Closure, Tree Trimmer.



LOCAL HIRING PERFORMANCE BY DEPARTMENT: PUC

ABOUT PUC PROJECTS

The San Francisco Public Utilities Commission (PUC) provides water and wastewater services to San Francisco, wholesale water to three Bay Area counties, and green hydroelectric and solar power to San Francisco's municipal departments. PUC projects covered by the Policy are primarily infrastructure upgrades and repairs.

PROJECTS OVERVIEW

Table 7 shows an overview of the reported hours for covered PUC projects. For the 24 projects covered by the 20% local requirement, local residents worked 36% of total project hours and 80% of apprentice hours. For the 11 projects covered by the 25% requirement, local residents worked 29% of total project hours and 72% of apprentice hours.

TABLE 7: PUC CONSTRUCTION PROJECTS BY REQUIREMENT

Local Hiring Requirement	Number of Projects	Total Hours			Apprentice Hours		
		Total	Local	Local %	Total	Local	Local %
20%	24	247,479	89,575	36%	19,644	15,711	80%
25%	11	18,831	5,384	29%	1,461	1,050	72%
Total	35	266,310	94,959	36%	21,104	16,761	79%

LOCAL HIRING BY TRADE

Table 8 (opposite page) displays these project hours on a trade-by-trade basis, reflecting projects covered by both the 20% and 25% requirements. Lower numbers for projects with the 25% requirement reflect the delay between the date of bid advertisement and commencement of work.



TABLE 8: PUC CONSTRUCTION PROJECT HOURS BY TRADE, 20% AND 25% REQUIREMENT

Trade	% Req.	Total Hours			Apprentice Hours		
		Total	Local	Local %	Total	Local	Local %
Carpenter And Related Trades	20%	2,263	1,407	62%	201	201	100%
	25%	715	274	38%	83	33	39%
Cement Mason	20%	4,107	1,303	32%	730	730	100%
	25%	0	0	0%	0	0	0%
Electrician	20%	3,849	1,250	32%	767	43	6%
	25%	730	10	1%	0	0	0%
Ironworker	20%	418	0	0%	124	0	0%
	25%	65	0	0%	33	0	0%
Laborer And Related Classifications	20%	174,388	63,277	36%	16,367	13,471	82%
	25%	11,876	3,624	31%	1,205	920	76%
Operating Engineer	20%	45,167	18,911	42%	1,181	1,181	100%
	25%	4,201	1,169	28%	0	0	0%
Painter	20%	212	0	0%	0	0	0%
	25%	88	0	0%	16	0	0%
Pile Driver	20%	115	64	55%	43	0	0%
	25%	93	64	69%	27	0	0%
Plumber	20%	1,155	108	9%	77	0	0%
	25%	281	98	35%	98	98	100%
Roofer	20%	76	6	8%	31	6	19%
	25%	0	0	0%	0	0	0%
Sheet Metal Worker	20%	176	7	4%	0	0	0%
	25%	0	0	0%	0	0	0%
Tile Setter	20%	39	0	0%	16	0	0%
	25%	0	0	0%	0	0	0%
Other Trades*	20%	15,515	3,242	21%	108	80	74%
	25%	785	146	19%	0	0	0%
Total 20%		247,479	89,575	36%	21,104	16,761	79%
Total 25%		18,831	5,384	29%	42,008	33,321	79%

*20% Other Trades: Asbestos Removal Worker, Boilermaker, Driver, Field Surveyor, Slurry Seal Worker, Teamster.

25% Other Trades: Bricklayer/Blocklayer, Driver, Electrical Utility Lineman, Teamster.



LOCAL HIRING PERFORMANCE BY DEPARTMENT: SFO

ABOUT SFO PROJECTS

San Francisco International Airport (SFO) is a world-class airport serving tens of millions of domestic and international passengers annually. The most notable SFO project covered by the Policy is the Terminal 3 Boarding Area E Improvements project.

In accordance with an agreement between the City and County of San Francisco and San Mateo County, both San Francisco and San Mateo County residents working on public works projects at SFO are considered local workers. Additionally, the local hiring requirement for SFO projects was 7% in the first year of the Policy and 8% in the second year.

PROJECTS OVERVIEW

Table 9 shows an overview of the reported hours for covered SFO projects. For the 10 projects covered by the 7% local requirement, local residents worked 39% of total project hours and 60% of apprentice hours. For the one project covered by the 8% requirement, local residents worked 58% of total project hours and 91% of apprentice hours.

TABLE 9: SFO CONSTRUCTION PROJECT HOURS BY REQUIREMENT

Local Hiring Requirement	Number of Projects	Total Hours			Apprentice Hours		
		Total	Local	Local %	Total	Local	Local %
7%	10	104,248	40,214	39%	13,429	8,049	60%
8%	1	2,741	1,602	58%	219	200	91%
Total	11	106,989	41,816	39%	13,648	8,249	60%

LOCAL HIRING BY TRADE

Table 10 (opposite page) displays these project hours on a trade-by-trade basis, reflecting projects covered by both the 7% and 8% requirements. Lower numbers for projects with the 8% requirement reflect the delay between the date of bid advertisement and commencement of work.



TABLE 10: SFO CONSTRUCTION PROJECT HOURS BY TRADE, 7% AND 8% REQUIREMENT

Trade	% Req.	Total Hours			Apprentice Hours		
		Total	Local	Local %	Total	Local	Local %
Carpenter And Related Trades	7%	9,946	3,768	38%	912	136	15%
	8%	230	11	5%	3	0	0%
Carpet, Linoleum, Soft Floor Layer	7%	6,828	1,191	17%	1,149	547	48%
	8%	19	0	0%	0	0	0%
Cement Mason	7%	1,036	79	8%	52	44	85%
	8%	0	0	0%	0	0	0%
Drywall Installer/Lather	7%	1,150	354	31%	131	75	57%
	8%	632	351	56%	0	0	0%
Electrician	7%	22,582	14,406	64%	3,262	2,795	86%
	8%	226	226	100%	0	0	0%
Ironworker	7%	13,100	3,872	30%	2,738	1,293	47%
	8%	16	0	0%	0	0	0%
Laborer And Related Classifications	7%	24,016	7,941	33%	2,270	1,349	59%
	8%	163	34	21%	0	0	0%
Operating Engineer	7%	6,614	1,917	29%	453	453	100%
	8%	0	0	0%	0	0	0%
Painter	7%	885	482	54%	124	116	94%
	8%	244	216	89%	0	0	0%
Pile Driver	7%	633	99	16%	386	0	0%
	8%	0	0	0%	0	0	0%
Plumber	7%	4,128	1,602	39%	804	362	45%
	8%	845	691	82%	195	195	100%
Roofer	7%	1,322	704	53%	599	460	77%
	8%	0	0	0%	0	0	0%
Sheet Metal Worker	7%	3,234	1,867	58%	397	357	90%
	8%	89	73	82%	21	5	24%
Tile Setter	7%	0	0	0%	0	0	0%
	8%	160	0	0%	0	0	0%
Other Trades*	7%	8,777	1,936	22%	155	65	42%
	8%	118	0	0%	0	0	0%
Total 7%		104,248	40,214	39%	13,429	8,049	60%
Total 8%		2,741	1,602	58%	219	200	91%

*20% Other Trades: Asbestos Removal Worker, Asbestos Worker – Heat and Frost Insulator, Brick Tender, Bricklayer/Blocklayer, Driver, Parking and Highway Improvement, Parking and Highway Improvement Painter, Teamster, Terrazzo Finisher, Terrazzo Worker.

25% Other Trades: Asbestos Removal Worker, Tile Finisher.



LOCAL HIRING PERFORMANCE BY DEPARTMENT: DPW

ABOUT DPW PROJECTS

The Department of Public Works (DPW) designs, builds, maintains and improves the City's facilities and urban space in partnership with the San Francisco community. Many of the DPW projects covered by the Policy are street improvements, as well as renovation and new construction of public facilities.

PROJECTS OVERVIEW

Table 11 shows an overview of the reported hours for covered DPW projects. For the 26 projects covered by the 20% local requirement, local residents worked 38% of total project hours and 74% of apprentice hours. For the 21 projects covered by the 25% local requirement, local residents worked 32% of total project hours and 52% of apprentice hours.

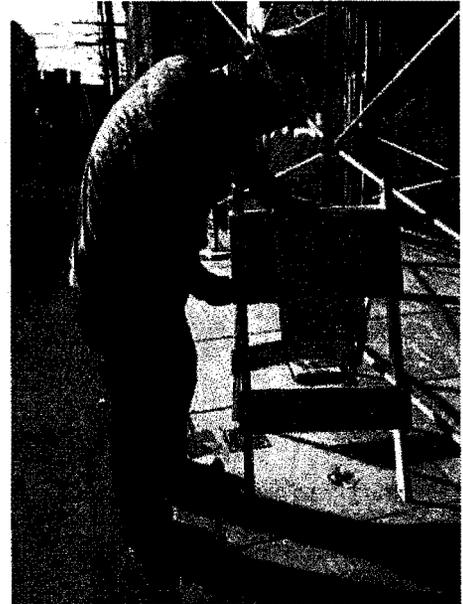


TABLE 11: DPW CONSTRUCTION PROJECT HOURS BY REQUIREMENT

Local Hiring Requirement	Number of Projects	Total Hours			Apprentice Hours		
		Total	Local	Local %	Total	Local	Local %
20%	26	166,340	63,936	38%	11,833	8,743	74%
25%	21	66,285	21,165	32%	8,164	4,253	52%
Total	47	232,625	85,101	37%	19,997	12,996	65%

LOCAL HIRING BY TRADE

Table 12 (opposite page) displays these project hours on a trade-by-trade basis, reflecting projects covered by both the 20% and 25% requirements. Lower numbers for projects with the 25% requirement reflect the delay between the date of bid advertisement and commencement of work.

TABLE 12: DPW CONSTRUCTION PROJECT HOURS BY TRADE, 20% AND 25% REQUIREMENT

Trade	% Req.	Total Hours			Apprentice Hours		
		Total	Local	Local %	Total	Local	Local %
Carpenter And Related Trades	20%	1,214	735	61%	24	24	100%
	25%	902	696	77%	64	56	88%
Carpet, Linoleum, Soft Floor Layer	20%	32	32	100%	0	0	0%
	25%	0	0	0%	0	0	0%
Cement Mason	20%	11,371	6,007	53%	2,820	2,816	100%
	25%	4,611	1,489	32%	542	542	100%
Drywall Installer/Lather	20%	259	0	0%	0	0	0%
	25%	0	0	0%	0	0	0%
Electrician	20%	3,196	1,308	41%	59	14	23%
	25%	142	48	34%	79	0	0%
Glazier	20%	108	0	0%	15	0	0%
	25%	0	0	0%	0	0	0%
Ironworker	20%	32	4	13%	9	0	0%
	25%	16	16	100%	0	0	0%
Laborer And Related Classifications	20%	109,768	44,139	40%	8,417	5,616	67%
	25%	35,272	13,088	37%	3,823	2,136	56%
Operating Engineer	20%	11,581	4,476	39%	189	157	83%
	25%	7,196	2,125	30%	104	104	100%
Painter	20%	333	56	17%	0	0	0%
	25%	0	0	0%	0	0	0%
Pile Driver	20%	9	0	0%	9	0	0%
	25%	0	0	0%	0	0	0%
Plumber	20%	1,230	364	30%	23	9	39%
	25%	42	42	100%	0	0	0%
Roofer	20%	1,373	108	8%	175	108	62%
	25%	8,893	2,380	27%	3,486	1,395	40%
Sheet Metal Worker	20%	427	174	41%	84	0	0%
	25%	390	72	18%	65	19	28%
Tile Setter	20%	157	72	46%	0	0	0%
	25%	0	0	0%	0	0	0%
Other Trades*	20%	25,250	6,462	26%	11	0	0%
	25%	8,822	1,211	14%	2	2	100%
Total 20%		166,340	63,936	38%	11,833	8,743	74%
Total 25%		66,285	21,165	32%	8,164	4,253	52%

*20% Other Trades: Asbestos Removal Worker, Driver, Landscape Maintenance Laborer, Modular Furniture Installer, Parking and Highway Improvement, Parking and Highway Improvement Painter, Slurry Seal Worker, Teamster, Terrazzo Worker, Traffic Control/Lane Closure.

25% Other Trades: Asbestos Removal Worker, Driver, Field Surveyor, Landscape Maintenance Laborer, Slurry Seal Worker, Teamster, Traffic Control Lane Closure.



LOCAL HIRING PERFORMANCE BY DEPARTMENT: RPD

ABOUT RPD PROJECTS

The Recreation and Parks Department (RPD) administers more than 220 parks, playgrounds and open spaces, including recreation centers, athletic facilities and other venues. A majority of the RPD covered projects, such as Palega Recreation Center and Lafayette Park, are funded by the 2008 Clean and Safe Neighborhood Parks Bond.

PROJECTS OVERVIEW

Table 13 shows an overview of the reported hours for covered RPD projects. For the 8 projects covered by the 20% local requirement, local residents worked 34% of total project hours and 61% of apprentice hours. For the 7 projects covered by the 25% requirement, local residents worked 29% of total project hours and 36% of apprentice hours.

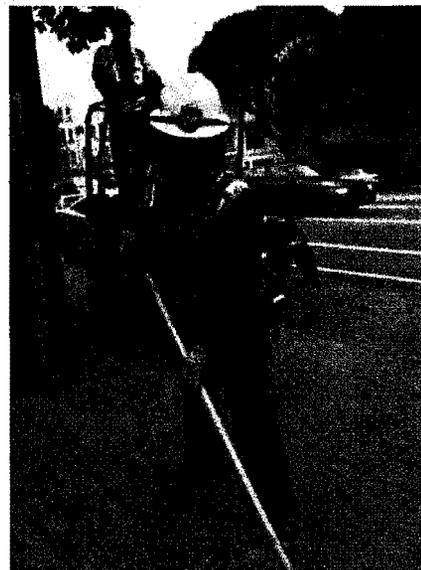


TABLE 13: RPD CONSTRUCTION PROJECT HOURS BY REQUIREMENT

Local Hiring Requirement	Number of Projects	Total Hours			Apprentice Hours		
		Total	Local	Local %	Total	Local	Local %
20%	8	100,824	33,876	34%	9,921	6,033	61%
25%	7	5,737	1,649	29%	183	65	36%
Total	15	106,561	35,525	33%	10,104	6,098	60%

LOCAL HIRING BY TRADE

Table 14 (opposite page) displays these project hours on a trade-by-trade basis, reflecting projects covered by both the 20% and 25% requirements. Lower numbers for projects with the 25% requirement reflect the delay between the date of bid advertisement and commencement of work.

TABLE 14: RPD CONSTRUCTION PROJECT HOURS BY TRADE, 20% AND 25% REQUIREMENT

Trade	% Req.	Total Hours			Apprentice Hours		
		Total	Local	Local %	Total	Local	Local %
Carpenter And Related Trades	20%	16,190	10,024	62%	3,330	1,402	42%
	25%	284	138	49%	0	0	0%
Carpet, Linoleum, Soft Floor Layer	20%	262	40	15%	40	40	100%
	25%	0	0	0%	0	0	0%
Cement Mason	20%	3,541	173	5%	0	0	0%
	25%	1,054	0	0%	0	0	0%
Drywall Installer/Lather	20%	327	34	10%	29	0	0%
	25%	0	0	0%	0	0	0%
Electrician	20%	3,617	1,754	48%	553	220	40%
	25%	235	0	0%	52	0	0%
Ironworker	20%	5,293	1,709	32%	423	119	28%
	25%	239	16	7%	24	0	0%
Laborer And Related Classifications	20%	49,077	13,537	28%	4,000	3,634	91%
	25%	3,067	1,071	35%	100	58	58%
Operating Engineer	20%	11,070	3,665	33%	934	273	29%
	25%	403	139	34%	0	0	0%
Painter	20%	600	266	44%	75	6	8%
	25%	144	144	100%	0	0	0%
Plasterer	20%	305	198	65%	0	0	0%
	25%	0	0	0%	0	0	0%
Plumber	20%	2,601	1,073	41%	184	184	100%
	25%	34	14	42%	7	7	100%
Roofer	20%	1,077	219	20%	315	157	50%
	25%	0	0	0%	0	0	0%
Sheet Metal Worker	20%	418	114	27%	39	0	0%
	25%	0	0	0%	0	0	0%
Tile Setter	20%	236	236	100%	0	0	0%
	25%	0	0	0%	0	0	0%
Other Trades*	20%	6,212	836	13%	0	0	0%
	25%	278	127	46%	0	0	0%
Total 20%		100,824	33,876	34%	9,921	6,033	61%
Total 25%		5,737	1,649	29%	183	65	36%

*20% Other Trades: Asbestos Removal Worker, Bricklayer/Blocklayer, Driver, Field Surveyor, Modular Furniture Installer, Parking and Highway Improvement Painter, Slurry Seal Worker, Teamster, Terrazzo Finisher.
 25% Other Trades: Driver, Field Surveyor, Tree Trimmer.



LOCAL HIRING PERFORMANCE BY DEPARTMENT: Port of San Francisco

ABOUT PORT PROJECTS

The Port of San Francisco is responsible for the management and development of San Francisco's waterfront. The most notable covered Port project is the Pier 27 Cruise Ship Terminal.

PROJECTS OVERVIEW

Table 15 shows an overview of the reported hours for covered Port of San Francisco projects. For the 8 projects covered by the 20% local requirement, local residents worked 25% of total project hours and 42% of apprentice hours. As of March 1, 2013 there were no Port of San Francisco projects advertised or awarded with the 25% local hiring requirement.

Table 15: PORT CONSTRUCTION PROJECT HOURS BY REQUIREMENT

Local Hiring Requirement	Number of Projects	Total Hours			Apprentice Hours		
		Total	Local	Local %	Total	Local	Local %
20%	8	226,939	56,324	25%	32,875	13,670	42%
25%	0	0	0	0%	0	0	0%
Total	8	226,939	56,324	25%	32,875	13,670	42%

LOCAL HIRING BY TRADE

Table 16 displays these project hours on a trade-by-trade basis for projects covered by the 20% requirement.

TABLE 16: PORT CONSTRUCTION PROJECT HOURS BY TRADE, 20% REQUIREMENT

Trade	Total Hours			Apprentice Hours		
	Total	Local	Local %	Total	SF	Local %
Carpenter And Related Trades	19,262	6,695	35%	1,775	875	49%
Carpet, Linoleum, Soft Floor Layer	308	22	7%	44	14	32%
Cement Mason	6,842	756	11%	125	4	3%
Drywall Installer/Lather	13,893	2,819	20%	637	629	99%
Electrician	31,827	7,976	25%	5,685	2,273	40%
Glazier	6,495	1,399	22%	1,130	148	13%
Ironworker	24,140	5,607	23%	4,140	2,168	52%
Laborer And Related Classifications	33,811	11,703	35%	1,076	621	58%
Operating Engineer	14,927	1,591	11%	940	911	97%
Painter	3,130	1,179	38%	423	254	60%
Pile Driver	20,532	4,017	20%	4,736	1,231	26%
Plasterer	91	0	0%	0	0	0%
Plumber	18,343	6,468	35%	7,453	3,972	53%
Roofer	6,978	507	7%	1,441	507	35%
Sheet Metal Worker	19,805	4,063	21%	2,615	0	0%
Tile Setter	155	128	83%	0	0	0%
Other Trades*	6,402	1,398	22%	659	66	10%
Total	226,939	56,324	25%	32,875	13,670	42%

*Other Trades: Asbestos Removal Worker, Asbestos Worker – Heat and Frost Insulator, Brick Tender, Bricklayer/Blocklayer, Driver, Electrical Utility Lineman, Elevator Constructor, Field Surveyor, Landscape Maintenance Laborer, Metal Roofing Systems Installer, Modular Furniture Installer, Parking and Highway Improvement, Parking and Highway Improvement Painter, Teamster, Tile Finisher.



LOCAL HIRING PERFORMANCE BY DEPARTMENT:

MTA

ABOUT MTA PROJECTS

The San Francisco Municipal Transportation Agency (SFMTA) manages and operates San Francisco's transportation network, encompassing pedestrians, bicycling, transit, traffic and parking, and regulates the taxi industry.

PROJECTS OVERVIEW

Table 17 shows an overview of the reported hours for covered MTA projects. For the 1 project covered by the 20% local requirement, local residents worked 46% of total project hours and 74% of apprentice hours. As of March 1, 2013 there were no hours reported on MTA projects with the 25% local hiring requirement.

TABLE 17: MTA CONSTRUCTION PROJECT HOURS BY REQUIREMENT

Local Hiring Requirement	Number of Projects	Total Hours			Apprentice Hours		
		Total	Local	Local %	Total	Local	Local %
20%	1	6,243	2,903	46%	1,112	818	74%
25%	0	0	0	0%	0	0	0%
Total	1	6,243	2,903	46%	1,112	818	74%

LOCAL HIRING BY TRADE

Table 18 displays these project hours on a trade-by-trade basis for projects covered by the 20% requirement.

TABLE 18: MTA CONSTRUCTION PROJECT HOURS BY TRADE, 20% REQUIREMENT

Trade	Total Hours			Apprentice Hours		
	Total	Local	Local %	Total	Local	Local %
Cement Mason	444	145	33%	9	9	100%
Electrician	1,132	860	76%	476	215	45%
Laborer And Related Classifications	4,241	1,705	40%	627	594	95%
Operating Engineer	401	171	43%	0	0	0%
Other Trades	25	22	88%	0	0	0%
Total	6,243	2,903	46%	1,112	818	74%

*Other Trade: Driver

WORKER DEMOGRAPHICS

The following charts illustrate residency and ethnicity data for all workers on covered projects. Demographic data is quantified in total workers, rather than in hours, and is self-reported by workers through the City's Project Reporting System. The following data represents work performed on covered projects between March 2011 and March 2013.

FIGURE 1: ALL WORKERS BY COUNTY OF RESIDENCE

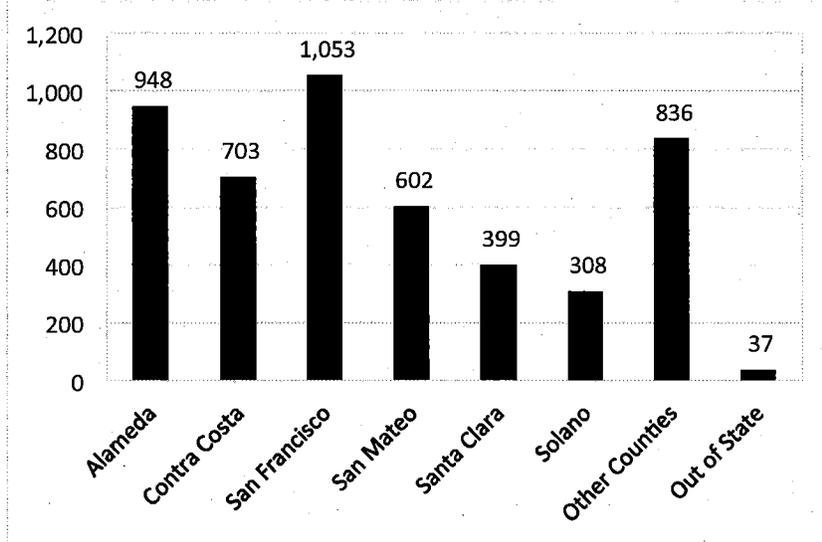


Figure 1 shows the county of residence for all workers on covered projects. Approximately 22% of workers on covered projects are San Francisco residents, representing the largest percentage. Alameda County and Contra Costa County provide the second and third largest shares of workers, with 19% and 14% residency, respectively.

FIGURE 2: SAN FRANCISCO WORKERS BY ZIP CODE

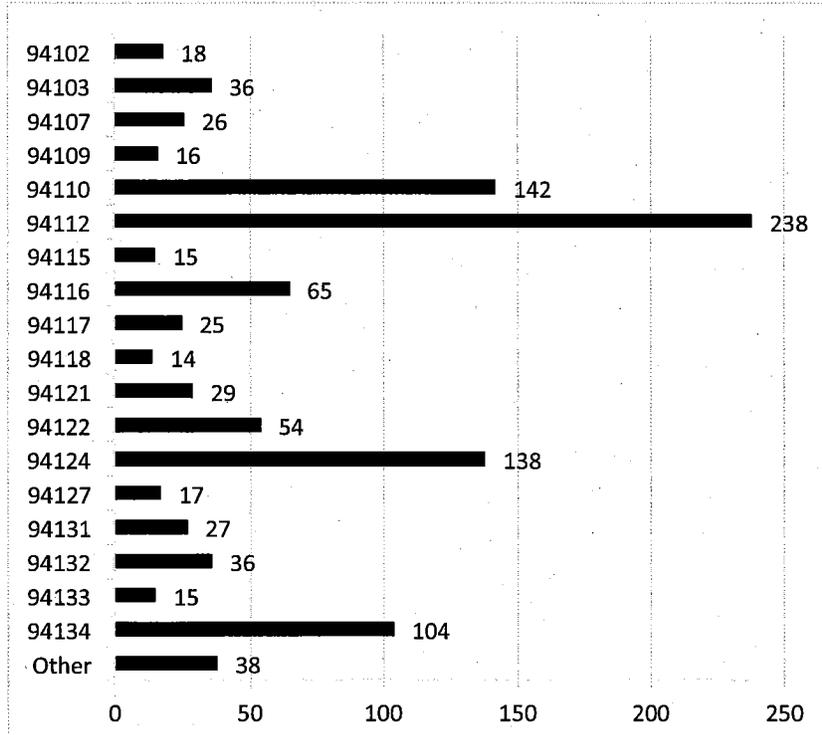


Figure 2 displays residency by zip code for all San Francisco residents working on covered projects. Residents from nearly every San Francisco neighborhood are represented in the portfolio of covered projects.

*Other Zip Codes: 94104, 94105, 94108, 94111, 94114, 94130, 94142, 94147, 94158, 94162, 94188.

FIGURE 3: ALL WORKERS BY RACE AND ETHNICITY

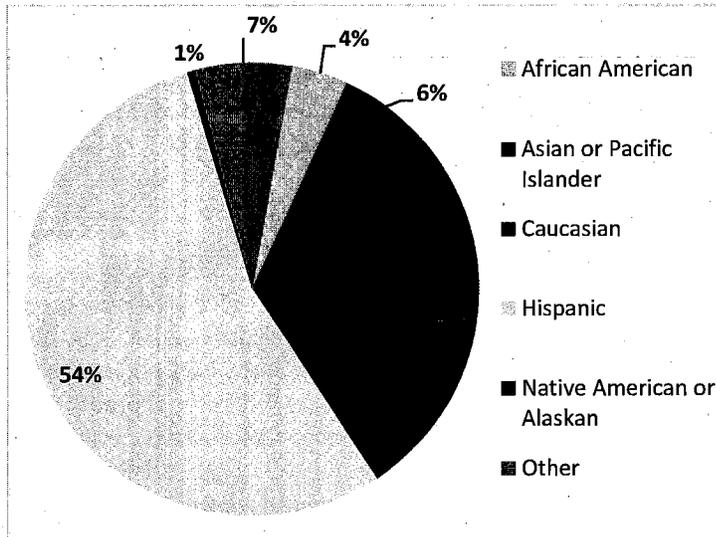


Figure 3 illustrates the race and ethnicity of all workers on covered projects. Hispanic workers represent the largest percentage of the total workforce, followed by Caucasian and Asian Pacific Islander workers.

FIGURE 4: SAN FRANCISCO WORKERS BY RACE AND ETHNICITY

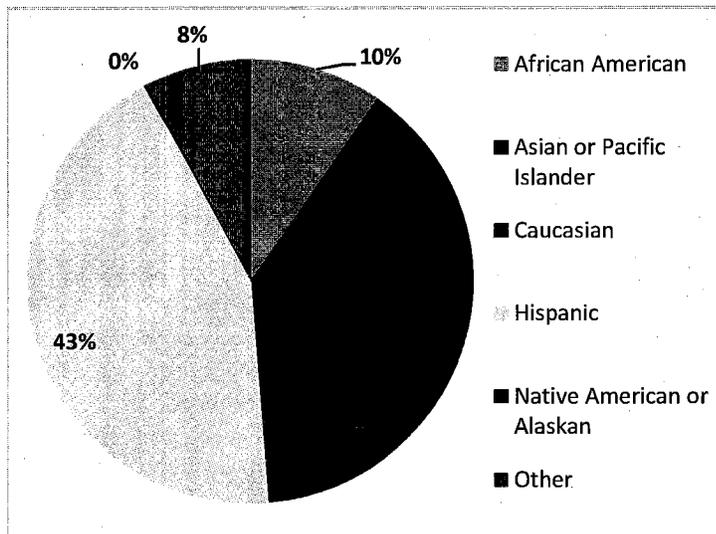


Figure 4 reveals an increase in workforce diversity when looking at San Francisco residents alone. When compared with data in Figure 3, Hispanic workers remain the largest percentage, while the proportions of Asian or Pacific Islander and African American workers increase.

TABLE 19: WORKERS BY GENDER

	All Workers	San Francisco Workers
Male	4,812	1,017
Female	66	35
Unknown	8	1
Female Percentage	1.4%	3.4%

Table 19 provides gender information for workers on covered projects. Female workers comprise 3.4% of San Francisco residents on covered projects as compared to 1.4% of all workers.

CHALLENGES AND REMEDIES

PROJECT COORDINATION

During the first two years of implementation, OEWD worked closely with other City departments to ensure effective coordination with the City's construction project teams. Now beginning the third year of implementation, OEWD has been fully integrated into the City's contracting and construction processes. When challenges emerge, OEWD works diligently to resolve issues.

With more covered projects being advertised, successful coordination between OEWD and the City's construction project teams will continue to be a priority.



ACCESS TO APPRENTICESHIP

OEWD maintains strong partnerships with many union apprenticeship programs. These relationships help to provide valuable opportunities for CityBuild Academy graduates. As the department continues to strengthen the local apprentice pipeline, OEWD strives to expand these existing relationships and to focus on creating new ones.

DISADVANTAGED WORKERS

Through CityBuild Academy and CityBuild's employment networking services, OEWD connects many "disadvantaged workers" with careers in construction. OEWD prioritizes individuals with barriers to employment, and to address these barriers, OEWD partners with many community based organizations that bring expertise in serving these populations.

OEWD is in the process of establishing a system of tracking overall disadvantaged worker hours on covered projects within the City's PRS. Since March 25, 2011, CityBuild Academy has graduated 161 disadvantaged workers, of which 143 have successfully entered into state-certified apprenticeship programs. Many of these apprentices are contributing to projects covered by the Policy.

YEAR THREE PRIORITIES

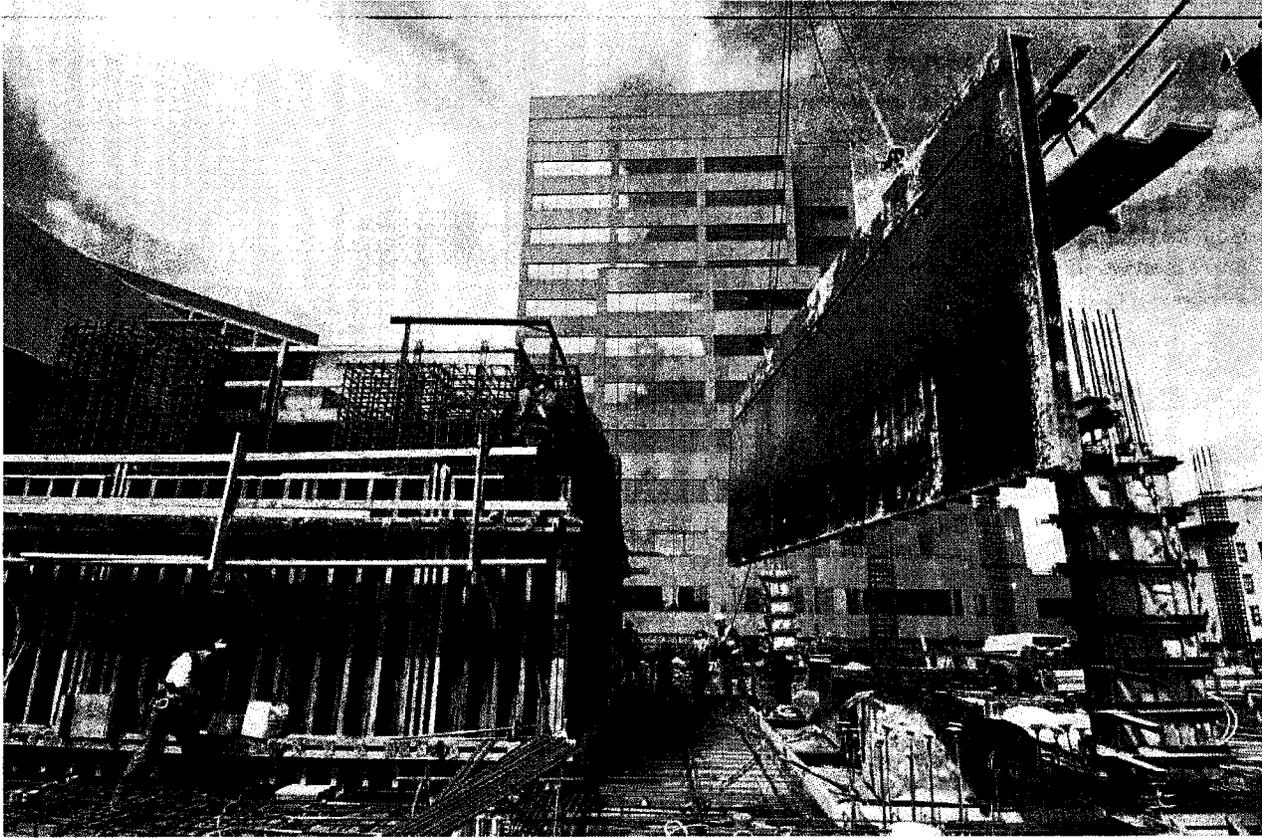


Photo Credit: Multivista.com

EXPANDING OPPORTUNITIES

OEWD will continue to grow the local apprentice base by providing training and certification opportunities through CityBuild Academy. Graduates of the program enter the workforce with the skills that help meet the employment demands of the construction industry. Additionally, as part of OEWD's compliance role in administering the Policy, the department will continue to monitor covered projects to ensure local resident participation.

STRENGTHENING PARTNERSHIPS

OEWD will continue building the pipeline of local residents for the trades. OEWD will work closely with other City departments to further address the needs of workers entering or re-entering the industry. OEWD will also strengthen partnerships with labor unions, focusing on direct entry agreements. Finally, extending opportunities to women will remain a priority, as the female participation rate continues to be low.

LEGISLATIVE SUPPORT

OEWD will support the efforts of the Controller's Office and its periodic review of the Policy; the first of these reviews will be conducted this year. OEWD will also continue to staff the Mayor's Construction Workforce Advisory Committee as it works to promote the Policy's continued success.

CITYBUILD ACADEMY

San Francisco's CityBuild Academy aims to meet the demands of the construction industry by providing comprehensive pre-apprenticeship training to disadvantaged San Francisco residents. Since 2006, 604 residents have successfully completed the training, and of those 520, or 86%, have entered union apprenticeship programs in various trades.



CityBuild Academy is an 18-week pre-apprenticeship and construction skills training program where participants can earn up to 15 college credits. Participants are given the opportunity to obtain construction-related certifications, such as OSHA 10, Forklift, Skid Steer, CPR and First Aid. Several program instructors are construction industry specialists with years of field experience.

PARTNERSHIPS

In an ongoing effort to strengthen and expand the training's curriculum, the Academy partners with various union apprenticeship programs.

- The Academy's lead instructor is an apprenticeship instructor from the Northern California Laborers Training Center. At the completion of the training, graduates interested in entering the laborer's apprenticeship program receive additional 2-week certification training for Confined Space, Scaffold Safety, and Trench and Excavation Safety.
- The Academy incorporates curriculum from the Carpenters Training Committee of Northern California. At the completion of each Academy's cycle, five graduates enter the carpenter's apprenticeship program through a direct entry agreement.
- This year, the Bay Area Plastering Industry Joint Apprenticeship Training Committee partnered with the Academy to concurrently offer a 9-week intensive training program. Participants receive hands-on training and classroom instruction specific to the plastering industry. After completing the training, participants have the opportunity to enter the plasterers' apprenticeship program.
- The Ironworkers Apprenticeship Training Committee partners with the Academy to provide their "Gladiators Training". This program prepares participants to work with reinforced concrete and rebar. Participants have the opportunity to enter the ironworkers' apprenticeship program after successfully completing the training.
- The Ironworkers Apprenticeship Training also invites Academy participants to train with the "Women in Welding" program. This program is specifically designed to engage women in the trades and provide them with specialized skills to make them more competitive in the field. Women who successfully complete the program have the opportunity to enter the ironworkers' apprenticeship program.

In addition, CityBuild Academy receives ongoing support from the Northern California Cement Masons Local 300, Operating Engineers Local 3, and Sheet Metal Workers' Local 104.

San Francisco's CityBuild Academy is funded through OEWD and administered through partnerships with City College of San Francisco, various community non-profit organizations, labor unions, and industry employers.

MAYOR'S CONSTRUCTION WORKFORCE ADVISORY COMMITTEE

ABOUT THE ADVISORY COMMITTEE

The Mayor's Construction Workforce Advisory Committee is comprised of stakeholders representing City departments, labor unions, contractors and non-profit community based organizations.

Chair

Naomi Kelly

City Administrator

City and County of San Francisco

Committee Members

Bob Alvarado

Executive Officer

Northern California Carpenters Regional Council

Josh Arce

Executive Director

Brightline Defense Project

James Bryant

Western Region Director

A. Phillip Randolph Institute

Oscar De La Torre

Business Manager

Northern California

District Council of Laborers

Tim Donovan

Business Manager

IBEW Local 6

Harlan Kelly

General Manager

San Francisco Public Utilities Commission

Florence Kong

President

Build Bayview

Kent M. Lim

President

Kent M. Lim & Company, Inc.

Bob Nibbi

President

Nibbi Brothers General Contractors

Mohammed Nuru

Director

San Francisco Department of Public Works

Jes Pedersen

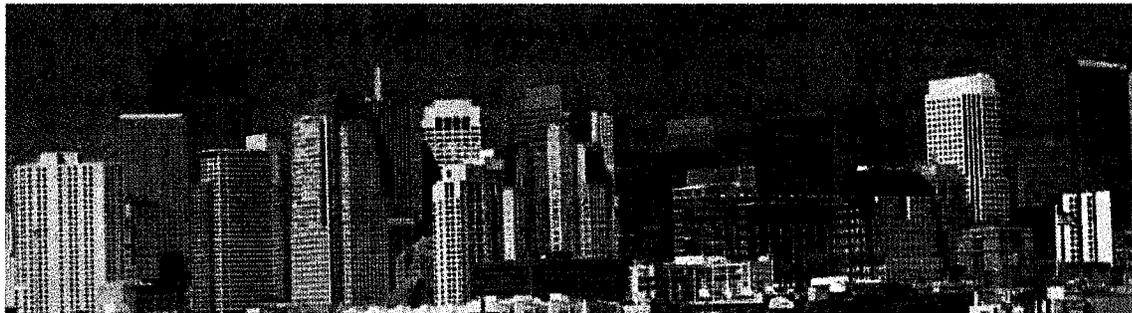
President/CEO

Webcor Builders

Ed Reiskin

Director

San Francisco Municipal Transportation Agency



CONCLUSION

With significant data now available for projects with the 20% requirement, local hiring successes have been identified. Across departments, individual trades have met or exceeded local hiring requirements.

It is still too early to draw conclusions on projects subject to the 25% requirement. More time is required to collect sufficient data as projects progress from advertisement through construction. However, early findings are promising, as outcomes continue to exceed the City's minimum local hiring requirements.

OEWD will continue to work with the Mayor's Construction Workforce Advisory Committee to monitor and address changes in the industry. The expertise of the Committee members will help guide the Policy toward continued success.

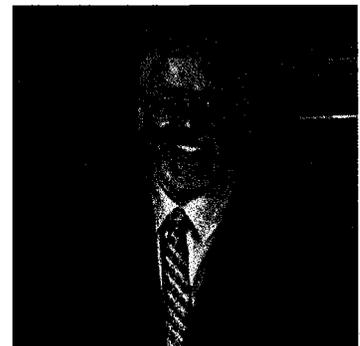
Maintaining stability for the construction industry, while maximizing opportunities for local residents, remain a priority.



Photo credit: Sam Lee

"Thanks to Mayor Ed Lee, my colleagues on the Board, community support, labor and contractor partnerships, and all stakeholders involved, the implementation of the Local Hiring Policy for Construction has provided economic and employment opportunities for San Francisco residents. I look forward to continuing and expanding our partnerships to advance the program to provide good paying jobs to San Franciscans and maximize opportunities for local residents."

Supervisor John Avalos, District 11



THE OFFICE OF ECONOMIC AND WORKFORCE DEVELOPMENT WOULD LIKE TO THANK OUR PARTNERS IN THIS EFFORT

San Francisco Board of Supervisors

Office of Mayor Edwin M. Lee



Office of the City Administrator

San Francisco Department of Public Works

San Francisco Municipal Transportation Agency

San Francisco Public Utilities Commission

Community Organizations

A. Phillip Randolph Institute
Anders and Anders Foundation
Asian Neighborhood Design
Brightline Defense Project
Charity Cultural Services Center
Chinese for Affirmative Action
Mission Hiring Hall
Young Community Developers

Contractor Associations

Associated General Contractors
Construction Employers' Association
United Contractors
Wall and Ceiling Alliance

Office of the City Attorney

San Francisco Recreation & Parks Department

Port of San Francisco

San Francisco International Airport

Labor Organizations

Cement Masons Local 300, Area 580
International Brotherhood of Electrical Workers Local 6
Ironworkers Local 377
Laborers' Local 261
LiUNA! — Laborers' International Union of North America
Northern California Carpenters Regional Council (NCCRC)
Northern California District Council of Laborers (NCDCL)
Operating Engineers Local 3
Pile Drivers Local 34
Plasterers and Shophands Union Local 66
Roofers and Waterproofers Local 40
Sheet Metal Workers' Local 104

Project Reporting System

Elation Systems, Inc.

OEWD Workforce Division
1 South Van Ness Avenue, Fifth Floor
San Francisco, CA 94103
(415) 701-4848
local.hire.ordinance@sfgov.org
www.workforcedevelopmentsf.org



BDS-11
page

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Department of Regulatory
Affairs

Mailing Address:
505 Parnassus Avenue, Box 0208
San Francisco, CA 94143-0208

Physical Address:
3330 Geary Boulevard, Suite 100
San Francisco, CA 94143-1818

Tel: 415.353.8497
Fax: 415.353.8645

University of California
San Francisco

May 28, 2013

Angela Calvillo
Clerk of the SF Board of Supervisors
1 Dr. Carlton B. Goodlett Place
City Hall, Room 244
San Francisco, Ca. 94102-4689

RE: Relocation of the UCSF Medical Center Clinics

Dear Ms. Calvillo,

UCSF Medical Center is providing notification to the San Francisco Board of Supervisors that the UCSF Department of Neurodiagnostic Services will be relocating from 2233 Post Street, Suite 204 to their new location at 400 Parnassus, 8th floor on June 17, 2013.

At your convenience, we would like to request that this notification be distributed to each of the Board of Supervisors.

If you have any questions or need further information, please contact me at (415) 353-1967.

Sincerely,

Kathy Radics

Kathy Radics, RN, MPA
Manager, Accreditation and Licensing UCSF Medical Center
UCSF Medical Center

Cc: Diana Marana, Manager, SF CDPH District Office

Board of Supervisors

To: BOS-Supervisors
Subject: Thank you for supporting SFFD NERT program

From: Rose Merryman [<mailto:rose.merryman@gmail.com>]
Sent: Monday, May 27, 2013 3:02 PM
To: Board of Supervisors
Cc: Arteseros, Erica; Diane; NOPA NERT
Subject: Thank you for supporting SFFD NERT program

Dear Board of Supervisors,

I want to take this opportunity to THANK YOU for your continuing support of the SF Fire Department NERT Program.

Because of your support, the NERT program was started in response to the need identified in the 1989 earthquake for additional disaster workers. At that time, neighborhood volunteers were helpful but they weren't trained or organized. Thus the NERT training program was launched to help fill the void when first responders are overwhelmed in the event of a significant disaster event.

Since it's inception, the SF FD NERT program has become a recognized "gold standard" in disaster preparedness. An accomplishment for which the Board or Supervisors should be very proud. To date more than 20,000 volunteers have been trained. And the interest in training and participation in training drills remains high. The classes are filling to capacity with waiting lists. Hundreds of NERTS attended the April drill.

With your continuing support, this program has become a critical component that adds to the resilience that San Francisco will need should in case of a major disaster.

Thank you again for your support.

Best regards,
Rose Merryman, NOPA neighborhood

From: Board of Supervisors
To: BOS-Supervisors
Subject: FW: NERT Support

From: Jeffrey Curry [<mailto:profjeffreycurry@yahoo.com>]
Sent: Wednesday, May 29, 2013 1:06 PM
To: Yee, Norman (BOS)
Cc: Board of Supervisors; dianariver@aol.com
Subject: NERT Support

Dear Supervisor Yee,
As a recent graduate of the NERT training program I would like to thank you and the Board of Supervisors for your continued support of this very worthwhile community volunteer service.

Best regards,
JECurry

*** **

Dr. Jeffrey-Edmund Curry
1130 Lawton Street
San Francisco, CA -- USA 94122

NOTE: This email is intended for the use of the addressee only and may contain confidential information. If you are not the intended recipient, you are hereby notified that any use or dissemination of this communication is strictly prohibited. If you receive this transmission in error, please notify the sender immediately then delete this email.

From: Board of Supervisors
To: BOS-Supervisors; Miller, Alisa
Subject: File 120974: Please Don't Slow Down Masonic Avenue!

From: Alison (Smith) Kawa [mailto:paperfoxes@gmail.com]
Sent: Tuesday, May 28, 2013 11:35 AM
To: Board of Supervisors; Farrell, Mark; ed.reiskin@sfmta.com; tilly.chang@sfcta.org; Lee, Mayor
Cc: info@savemasonic.com
Subject: Please Don't Slow Down Masonic Avenue!

Dear Mayor Lee, Supervisors, MTA Board members and Mr. Reiskin:

I am writing to express my strong opposition to the Masonic Avenue cycle track project. This project will increase congestion on Masonic, especially during rush hour and especially with the increased traffic that will be generated by the new Target store, result in the loss of parking spaces for nearly 3/4 of a mile, increase pollution in the area, jeopardize public safety, and create a great hardship for neighborhood residents, especially those who live on or near Masonic. Also, San Francisco cannot afford to spend \$21 million on this project.

Please remember Suzanne Monaco, who was killed crossing Masonic because she there wasn't enough parking for her in the Trader Joe's lot. Now there would be even less parking in the area.

32,000 automobiles use Masonic daily, but only a small amount of cyclists. Rather than encourage cyclists to use one of the busiest north-south thoroughfares in San Francisco, they should be encouraged to use the route along nearby Baker Street, a safer route with far fewer motor vehicles.

Masonic can be improved by planting new trees, improving lighting and adding bus shelters, with much less hardship to the neighborhood and cost than the cycle track project.

I am also concerned about the way the cycle track project was developed and approved. I live in the area but did not receive notice that this project was being considered, nor have I received notice of any meetings about it, including the MTA Board meeting at which it was approved.

Please stop this project ASAP, go back to the drawing board and consider a much smaller project to improve Masonic that does not involve the loss of parking spaces, the reduction of travel lanes and the outlay of \$21 million.

Thank you for considering this email.

Sincerely,

Alison Kawa
Cole Valley Resident



Board of Supervisors

To: BOS-Supervisors; Miller, Alisa
Subject: File 120974: Masonic Street

From: Michael Z [<mailto:zike13.5@gmail.com>]

Sent: Friday, May 31, 2013 9:56 PM

To: Eric Mar; MTA; ed reiskin MTA; Breed, London; maria lombardo; Board of Supervisors; Tilly Chang; Mark Farrel; Lee, Mayor

Subject: Masonic Street

To All Concerned,

I do not understand how a large segment of the city's residents can always be ignored when it comes to traffic redesign. The vast majority of San Franciscans use cars to go to work, shop, and for their general obligations and tasks. In the last 15 years their concerns have been completely ignored and everything about driving a car in the city has become much harder and much more dangerous. Now the city government wants to change Masonic Street between Fell and Bush and of course it means more time in traffic for the car drivers. I am against any change to Masonic Street especially if it involves removing traffic lanes. Please stop making life harder on the streets of San Francisco for the majority of it's citizens because that is what your changes will create.

Sincerely,

Michael Zabelle

535 Geary Street, Apt. 1010
San Francisco, CA 94102
May 30, 2013

BOS-11
page

Board of Supervisors
City Hall, Room 244
San Francisco, CA 94102

Dear Supervisor:

How can a small group of UCSF administrators destroy a San Francisco landmark without the public having a voice and a veto power? The reasons offered by UCSF are totally lame and unscientific. Their real and unstated motive is self-aggrandizing development. If they cut down most of the trees now, the people here twenty years from now won't have a strong memory of the Sutro Forest in all its current glory and will be more likely to accept a huge new campus development on that land. But most of us are against this and wonder how such a preposterous idea can actually be planned and executed by supposedly sane people of good will.

It may just be that UCSF hates nature—scientific people are often crazed by their own achievements and wish to demonstrate their power over natural forces that they hope to completely control someday. UCSF also seems to hate democracy, even though its charter and basic funding come from the people. Part of this public institution wants to take it private, thus serving themselves while depriving the public that built it. They may also be licking their bloody chops over the prospect of selling the lumber from our forest. Adolph Sutro left this forest to San Francisco, not to UCSF; but since the latter was given the power to manage this land, there have been long, drawn-out battles to keep it from doing more than nibbling at our forest. Now they pretty much want to gut it, and they use the foolish and patently false alibi that this will help it. This phenomenon is called The Big Lie.

Many misguided politicians today believe in kowtowing to large employers by giving them tax relief and other special privileges that destroy the social contract and the public sphere. In San Francisco we *really* don't need to do this, given that we continuously attract new residents from all over the world, as well as businesses new and old that love the prestige of a San Francisco address and the advantages of a big labor market and an excellent transportation system. It's true that in today's political climate some of our biggest companies held the city up for many millions a decade ago because they didn't want to pay their local taxes. The City Attorney and the Supervisors simply caved in. When will our representatives stop encouraging businesses and institutions to be bad citizens?

It's time really for us to speak out and stand up to prevent the massive cutting of our Sutro Forest and the massive poisoning of its ground with herbicides. There has to be a way to prevent this criminal act.

Very truly yours,

Richard Hack

Richard Hack
Oxygen Editions, San Francisco

RECEIVED
BOARD OF SUPERVISORS
SAN FRANCISCO
2013 MAY 31 11:34 AM
10

From: Board of Supervisors
To: BOS-Supervisors
Subject: For distribution to entire BOS
Attachments: FarrellHealthCharter.docx

From: Denise LaPointe [<mailto:denise@lapointeassociates.com>]
Sent: Thursday, May 30, 2013 2:28 PM
To: Board of Supervisors
Subject: For distribution to entire BOS

To Whom it May Concern:

On behalf of Larry Barsetti, please distribute his letter to Supervisor Farrell to the entire Board of Supervisors.

Thank you for your time and attention.

Sincerely,

Denise LaPointe

Denise M. LaPointe
LaPointe and Associates
290 Twin Peaks Boulevard
San Francisco, California 94114

ph: 415-665-4346
fax: 415-665-4347
denise@lapointeassociates.com



PO Box 320057
San Francisco, CA 94132

*Dedicated to Protecting,
Preserving and Enhancing the
Benefits of San Francisco
Retired Employees.*

May 23, 2013

The Honorable Mark Farrell
Member, Board of Supervisors, District 2
City and County of San Francisco
1 Carlton B. Goodlett Place
San Francisco, CA 94102

Dear Supervisor Farrell,

Thank you once again for taking the time to meet with, and informing, us of the details of your proposed ballot measure on unfunded Health Service System liabilities. Our May 17, 2013 meeting was extremely gratifying to us as you made it abundantly clear from the start that you were concerned for the best interests of retirees as well as recognizing that retiree support was critical to passage of your charter change draft proposal.

Vice-Chair Sharon Johnson, Committee Member Herb Weiner and I couldn't help but feel excited about your remedy to the political problem created by the GASB reporting standards regarding city provided retiree health care. We also thank you for making yourself available to us over the weekend to clarify and fully explain your draft proposal. You made it much easier for our committee to finally endorse your proposal.

During the meeting, and in telephone communications with committee members after, you made it clear that you would keep our committee in the loop and advise us of any changes proposed by other members of the Board of Supervisors. We want to make it clear that we will support the charter change *as it is presently written* and will withdraw support if changes are made that adversely affect retirees.

Again, thank you for listening to our concerns and keeping those concerns in mind while drafting the charter change draft proposal.

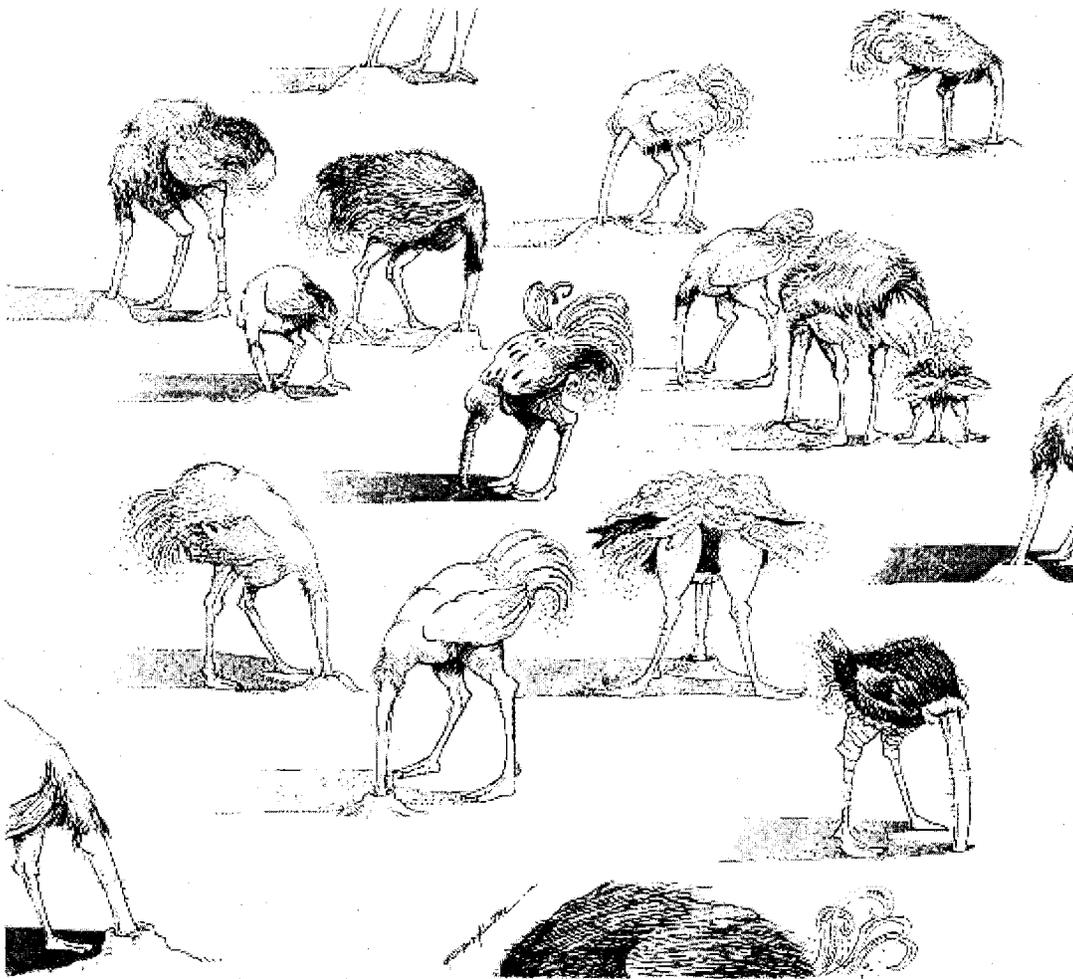
Respectfully,

Larry P. Barsetti
Chair, Protect Our Benefits

Board of Supervisors

From: Lee Goodin [lgoodin1@mindspring.com]
Sent: Monday, May 27, 2013 9:34 PM
To: Board of Supervisors; Chiu, David; Campos, David; Mar, Eric (BOS); Avalos, John; Cohen, Malia; Farrell, Mark; Kim, Jane; Tang, Katy; Wiener, Scott; Yee, Norman (BOS); Breed, London
Cc: Lance Carnes; Cauth1@aol.com; WongAIA; Marc Bruno; CW Nevius; matierandross; aaron.peskin; Paul Page; joanwood; cityinsider; Julie Christensen; Junefraps; Will Kane
Subject: "I know nothing!"

By 2018 the projected SF Budget shortfall is \$487.2 million, which will be nearly doubled by the 2018 projected Central Subway shortfall of \$422 million. Budget time ladies, a reminder, Supervisors and Mr. Mayor, of the Central Subway budget problems and how removing the Pagoda Big Dig can help.



CCC: You have been informed.

From: Board of Supervisors
To: BOS-Supervisors
Subject: DPH Cuts and Surplus Funds

From: Marvis Phillips [<mailto:marvisphillips@gmail.com>]
Sent: Wednesday, May 29, 2013 6:03 PM
To: Board of Supervisors
Cc: Donna@sdaction.org
Subject: DPH Cuts and Surplus Funds

Since the Controller's Office found \$96 million while there are proposed \$25 million cuts to DPH, this makes no sense. The mayor, putting off the cuts for one year, just adds to the fear of those who need the services the most! Why not use \$25 million of the \$96 million to fill the gap, and then put the remaining \$71 million in the emergency fund for a disaster. That's a better approach than to keep cutting services that are being butchered by other government entities.

Sincerely,

Marvis J. Phillips

(a 35-year SSI resident of San Francisco, and 29-year TL Community Watch Block Captain, who votes)

From: Board of Supervisors
To: BOS-Supervisors
Subject: Correction Solution for Meningitis Outbreak

From: Paul Diaz [<mailto:paul.timothy.diaz@gmail.com>]
Sent: Friday, May 31, 2013 4:59 PM
To: Lee, Mayor
Subject: Correction Solution for Meningitis Outbreak

May 30th, 2013

The Honorable Mayor of San Francisco, Edwin Mah Lee,
Office of the Mayor,
The Honorable City and County of San Francisco Board of Supervisors
City Hall
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102 - 4689
Clerk's Office

Re: Correction Solution for Meningitis Outbreak

Dear Mayor Lee, President of the Board of Supervisors, Honorable Members of the Board of Supervisors:

There is a bacterial meningitis outbreak in New York City, San Francisco and in other cities. It is a public health and safety crisis. There are about 4100 cases a year of bacterial meningitis. * 500,000 people with HIV die each year due to other forms of meningitis, and it's not until everyone gets vaccinated to protect against bacterial meningitis that we may bring it under control.* *

According to public health research at UCSF, the meningitis seems to mostly be impacting HIV infected men in New York but there have been other cases. Bacterial meningitis is passed through casual intimate contact, like kissing. Bacterial meningitis can be spread through glasses and eating utensils and it is passed through mucus and saliva. However, there is a vaccine that can protect against bacterial meningitis and we need a campaign for people to get vaccinated against meningitis immediately.

General prevention funds have dried up and we need more funding (private and otherwise) to help get a campaign out immediately. Budgetary matters have moved NYC Department of Health and Mental Hygiene Official to close STD clinics on Monday to eliminate overtime costs. Yet, Monday is the busiest day for the Chelsea, Harlem, Fort Greene and Jamaica STD clinics on the forefront of administering vaccinations against the deadly meningitis outbreak. We need to request funds for general prevention in New York City. We propose a task force aimed at assessing and providing more support and funding for general prevention.

I am a proud Latino/Chicano/Hispanic member of the LGBT community and a thirty-year survivor of disabling HIV/AIDS. You may contact me at: 1-415-676-7152.

I would like this letter to be read by the honorable members of the City and County of San Francisco Board of Supervisors. Please distribute my letter to your colleagues.

Sincerely,

Paul Timothy Diaz, AIDS/HIV Advocate
P.O. Box 193102, San Francisco, CA 94119

* Bacterial Meningitis

<http://www.cdc.gov/meningitis/bacterial.html>

** Centers for Disease Control and Prevention (CDC), National Center for Emerging and Zoonotic Infectious Diseases Division of Foodborne, Waterborne, and Environmental Diseases <http://www.cdc.gov/fungal/pdf/at-a-glance-508c.pdf>

Upstate Meningitis Outbreak Updated: Tuesday, May 28 2013, 07:36 PM EDT

<http://www.wlos.com/news/features/featured/stories/upstate-meningitis-outbreak-809.shtml>

City STD Clinics to Close Mondays to Cut Costs Amid Meningitis Outbreak

<http://www.dnainfo.com/new-york/20130416/central-harlem/city-std-clinics-close-mondays-cut-costs-amid-meningitis-outbreak>

The move comes as the clinics are providing vaccinations against a deadly meningitis outbreak.

New York officials warn of 'absolutely terrifying' meningitis outbreak

<http://rt.com/usa/nyc-meningitis-outbreak-gay-969/>

Additional Cases of Invasive Meningococcal Disease in Men Who Have Sex with men in New York City

<http://www.sfcddp.org/index.html>

San Francisco Department of Public Health Health Advisory

Cc: The Honorable Mayor of San Francisco, Edwin Mah Lee

Office of the Mayor

City Hall, Room 200, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102

Cc: The Honorable Congresswoman, Leader Nancy Pelosi

90 7th Street, Suite 2-800

San Francisco, CA 94103

Cc: The Honorable Senator, Barbara Boxer, Office of U.S. Senator Barbara Boxer

312 N. Spring St. Suite 1748

Los Angeles, CA 90012

Cc: The Honorable Assemblyman, Tom Ammiano

State Capitol P.O. Box 942849

Sacramento, CA 94249-0013

Attn.: Ms. Lourdes Machado

Cc: The Honorable Assemblyman, Tom Ammiano

455 Golden Gate Avenue, Suite 14300

San Francisco, CA 94102

Attn.: Ms. Lourdes Machado

Cc: Mr. Mike Papantonio (Levin Papantonio Thomas Mitchell Rafferty & Proctor, P.A.
316 South Baylen Street, Suite 600
Pensacola, FL 32502

Cc: Mr. Mike Papantonio, Levin Papantonio Thomas Mitchell Rafferty & Proctor, P.A
P.O. Box 12308
Pensacola, FL 32591

From: Board of Supervisors
To: BOS-Supervisors
Subject: Solution for Meningitis Outbreak

From: Paul Diaz [mailto:paul.timothy.diaz@gmail.com]
Sent: Thursday, May 30, 2013 2:51 PM
To: Lee, Mayor
Subject: Solution for Meningitis Outbreak

May 30th, 2013

The Honorable Mayor of San Francisco, Edwin Mah Lee,
Office of the Mayor,
The Honorable City and County of San Francisco Board of Supervisors
City Hall
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102 - 4689
Clerk's Office

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Paul Timothy Diaz, AIDS/HIV Advocate
P.O. Box 193102, San Francisco, CA 94119

*Centers for Disease Control and Prevention (CDC), National Center for Emerging and Zoonotic Infectious Diseases Division of Foodborne, Waterborne, and Environmental Diseases <http://www.cdc.gov/fungal/pdf/at-a-glance-508c.pdf>

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San Francisco Department of Public Health Health Advisory

Cc: The Honorable Mayor of San Francisco, Edwin Mah Lee
Office of the Mayor
City Hall, Room 200, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102

Cc: The Honorable Congresswoman, Leader Nancy Pelosi
90 7th Street, Suite 2-800
San Francisco, CA 94103

Cc: The Honorable Senator, Barbara Boxer, Office of U.S. Senator Barbara Boxer
312 N. Spring St. Suite 1748
Los Angeles, CA 90012

Cc: The Honorable Assemblyman, Tom Ammiano
State Capitol P.O. Box 942849
Sacramento, CA 94249-0013
Attn.: Ms. Lourdes Machado

Cc: The Honorable Assemblyman, Tom Ammiano
455 Golden Gate Avenue, Suite 14300
San Francisco, CA 94102
Attn.: Ms. Lourdes Machado

Cc: Mr. Mike Papantonio (Levin Papantonio Thomas Mitchell Rafferty & Proctor, P.A.)
316 South Baylen Street, Suite 600
Pensacola, FL 32502

Cc: Mr. Mike Papantonio, Levin Papantonio Thomas Mitchell Rafferty & Proctor, P.A
P.O. Box 12308
Pensacola, FL 32591

BOS 11 - electronically
A. Miller

Ed.Reiskin@SFMTA.com, MTABoard@SFMTA.com, Roberta.Boomer@SFMTA., 03:56 PM 5/26/2013,

To: Ed.Reiskin@SFMTA.com, MTABoard@SFMTA.com, Roberta.Boomer@SFMTA.com,
Board.of.Supervisors@sfgov.org, MayorEdwinLee@SFGov.org
From: MUMC-SF <mumc-sf@earthlink.net>
Subject: MUMC SUPPORT for "Save Polk Street" - Option A
Cc: stephen@brownieshardware.com, occexp@aol.com, Regina.Dick-Endrizzi@sfgov.org,
Bcc: Terry@CliffsVariety.com, Petyr@CitizenBody.com, alice@dralicecharap.com,
SAdams@SterlingBank.com, BBeck@BecksMotorLodge.com, cachalupa@gmail.com,
DanielBergerac@mac.com, HotCookieDan@yahoo.com, Miguel@SuiGenerisConsignment.com,
smedius@recology.com, niknakarts@gmail.com, cathy.o'shea@bankofamerica.com,
scott.mumc@gmail.com, scott@ebar.com, MUMC-SF@earthlink.net, MarkDMcHale@gmail.com,
Woodward.Jesse@gmail.com, John.Bellemore@me.com
Attached: C:\Users\magaryr\Documents\MumcLtrSfntaSupPolk052813.doc;

BOARD OF SUPERVISORS
RECEIVED
MAY 29 2 02 PM '13
FRANCISCO

Ladies and gentlemen,
Attached is a letter of SUPPORT from MUMC-Merchants of Upper Market & Castro, for the "Save Polk Street" coalition's endorsement of "Option A" regarding proposed traffic reconfiguration on Polk Street.

Hardcopies of this letter are being mailed on Tuesday, May 28 to Mr. Reiskin, Ms. Boomer (for the SFMTA Board) and the Clerk of the Board of Supervisors.

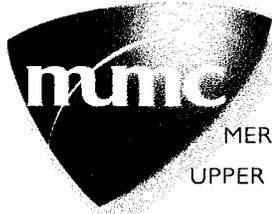
Please include this letter in the matter's permanent file, and assure that it is provided to all addressees, including all SFMTA staff and Board Members and to any other hearing panels at the time that this is considered by them.

Thank you!

Please let us know, if there are questions regarding MUMC's support in this matter.

Merchants of Upper Market & Castro - MUMC
Terry Asten Bennett,
direct phone 415/431-5365, Ext 4
direct email Terry@CliffsVariety.com
and
Richard Magary, MUMC Administrator
415/431-2359
MUMC-SF@earthlink.net
5/26/2013 10:00pdt





MERCHANTS OF
UPPER MARKET & CASTRO

584 Castro Street, # 333
San Francisco CA 94114-2512
415/431-2359
Email MUMC-SF@earthlink.net
www.CastroMerchants.com

Terry Asten Bennett, President
415/431-5365 Ext. 4
TerryAsten@cs.com

May 28, 2013

Edward D. Reiskin, Director of Transportation
San Francisco Municipal Transportation Agency

All Members of the San Francisco Municipal Transportation Agency Board:
Chairman Nolan; Vice Chair Brinkman; Members Bridges, Heinicke, Lee, Ramos, Rubke;
SFMTA Board Secretary, Roberta Boomer

All Members of the San Francisco Board of Supervisors:

President Chiu; Supervisors Avalos, Breed, Campos, Cohen, Farrell, Kim, Mar, Tang, Wiener, Yee;
→ Clerk of the Board of Supervisors, Angela Calvillo

Ladies and gentlemen,

MUMC – Merchants of Upper Market & Castro stands in solidarity with the “Save Polk Street” coalition which represents thousands of small businesses and other Polk Street-area merchants and neighbors in opposition to SFMTA’s current plans to remove significant amounts of on-street parking along northern Polk Street in San Francisco. MUMC supports the Polk coalition in its endorsement of SFMTA’s “Option A” for proposed changes in the area.

“Option A” is the result of open discussion and compromise among all constituents of the Polk Street project which proposes significant effects on on-street parking, bike lanes, traffic flow, and shopper and visitor accommodations. Access to on-street parking is vital to merchants and residents alike in the Polk Street area. MUMC urges SFMTA administration and its Board to endorse and adopt “Option A” for northern Polk streetscape improvements.

MUMC is the merchants’ organization serving San Francisco’s Castro-Upper Market area, generally along Market Street from Octavia Blvd. to Castro Street; Castro from Market to 19th Street; and cross streets throughout that area. **MUMC** currently has about 250 paid Members for 2013-2014; there are about 650 merchants and other businesses in our service area. MUMC believes that transit policies such as those under discussion in the Polk Street area have a Citywide impact when they can be used as precedents during discussion of proposals in other areas such as MUMC’s.

Thank you for considering MUMC’s comments regarding this very important matter.

Respectfully,

Terry Asten Bennett, President

cc: Stephen Cornell, Polk Street Merchants Association
Henry Karnilowicz, S.F. Council of District Merchants Associations
Regina Dick-Endrizzi, S.F. Office of Small Business
Members of the MUMC Board of Directors

MumcLtrSfmtaSDupsPolk052813

cpay

Date/ Time: 2013-05-29 10:48:02.49

Service Request
Number: 2423449

Request for City Services

CUSTOMER CONTACT INFORMATION:

Name: **Leona Clark**

Phone:

Address: **528 Ortega St San Francsco 94122**

Email:

DEPARTMENTS:

Department: * **Board of Supervisors (BOS)**

Sub-Division: * **Clerk of the Board**

PROPERTY ADDRESS:

Point of Interest:

Street Number:

Street Name:

Street Name 2:

City:

ZIP Code:

X coordinate:

Y coordinate:

Latitude:

Longitude:

CNN:

Unverified Address:

ADDITIONAL LOCATION INFORMATION:

Location Description:

(e.g. 600-block of Market St. or in front of Main Library entrance)

REQUEST DETAILS:



Nature of Request: * **Complaint**

ADDITIONAL REQUEST DETAILS:

Additional Request
Details: *

Caller says that they do not want the city to impose a parcels tax for the city trees maintenance. Caller suggests that if the city does anything rearrange the money in the general funds because the city keeps plating trees the city should take this money from the general fund and increase the budget for trees and tree services. Caller says that they are taxed to death and there are already overwhelmed in taxes. Caller says that they should not be burdened by the trees that the city is planting.

BACK

OFFICE USE *****

Source

Agency

Request

Number:

Responsible

Agency

Request

Number:

Service

Request

Work

Status:

Work

Status

Updated:

Media URL:

Submit Cancel

From: Board of Supervisors
To: BOS-Supervisors
Subject: We need exercise bars in all the parks of San Francisco

From: Bhanu Vikram [<mailto:bhanu1vikram@gmail.com>]
Sent: Thursday, May 30, 2013 6:49 PM
To: Board of Supervisors
Subject: Re: We need exercise bars in all the parks of San Francisco

We need bars like these ones in this video in all the parks of San Francisco:
<https://www.youtube.com/watch?v=EAZ0rokR2a0>

Bhanu Vikram

On Thu, May 16, 2013 at 7:27 PM, Bhanu Vikram <bhanu1vikram@gmail.com> wrote:
We need bars like these ones in this video in all the parks of San Francisco: <http://www.youtube.com/watch?v=fObX2A-5O-8>

Bhanu Vikram

Board of Supervisors

To: BOS-Supervisors
Subject: I just signed "Make fiber broadband a priority for San Francisco"

From: Adrian Bartoli [mailto:mail@changemail.org]
Sent: Friday, May 31, 2013 10:10 PM
To: Board of Supervisors
Subject: I just signed "Make fiber broadband a priority for San Francisco"

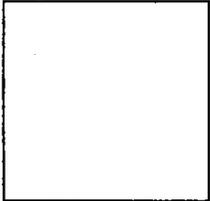
Dear San Francisco Board of Supervisors,

I just signed Dana S's petition "[Make fiber broadband a priority for San Francisco](#)" on Change.org.

As other cities embrace high-speed fiber broadband, San Francisco is getting left behind. Our city has underutilized public fiber and several local Internet Service Providers eager to deploy gigabit speed broadband to businesses and households, yet this is stymied by rules and regulations that have not kept pace with technology. Deployment of fiber and ultra-high speed broadband provides a unique opportunity to create innovation and new jobs, extend public access and develop valuable infrastructure that would serve our city for decades to come. I encourage you to develop policy to encourage fiber deployment and make ultra fast broadband a priority for San Francisco.

Sincerely,
Adrian Bartoli San Francisco, California

There are now 3 signatures on this petition. Read reasons why people are signing, and respond to Dana S by clicking here:
<http://www.change.org/petitions/make-fiber-broadband-a-priority-for-san-francisco?response=9272c59f571d>



Board of Supervisors

To: BOS-Supervisors
Subject: Please don't cut library services

From: Linda N [<mailto:lindn@rocketmail.com>]
Sent: Saturday, June 01, 2013 8:57 PM
To: Board of Supervisors; sblackman@sfpl.org; Lee, Mayor
Cc: libraryusers2004@yahoo.com
Subject: Please don't cut library services

Hello,
I heard SFPL is planning cuts to evening hours.
I'm not OK with it. I am a US Citizen, a San Francisco resident (zip code 94114) and I love our public library system.

Thanks.

Linda Nakasone

Board of Supervisors

To: BOS-Supervisors; BOS-Legislative Aides
Subject: Why S.F. Government appears dysfunctional and in this case the SFMTA is the leading indicator.

From: James Corrigan [mailto:seamus37@icloud.com]
Sent: Sunday, June 02, 2013 10:05 AM
To: Board of Supervisors
Subject: Why S.F. Government appears dysfunctional and in this case the SFMTA is the leading indicator.

Dear Members of the San Francisco Board of Supervisors:

Recently, the SFMTA Enforcement has approved cars to park immediately in front of my neighbor's home on 11th Ave.

(See photos below)

I say dysfunctional because this decision is at odds, dare I say "overrules," the Public Safety measures of other City Departments.

Most noticeably, this manner of parking encouraged by SFMTA Enforcement Directors, causes **violations of every Fire Safety Code in the country, including the S.F.F.D. Fire Code.** Those fleeing from a fire in this building will be hampered from finding safety. S.F.F.D. firefighters will be hampered or possibly prevented from gaining access to the building to begin life rescue and fire suppression.

Fire Code: There shall be no reduction of, compromise of or blocking of fire exits leading to the outside of a building."

This from an East Coast newspaper after 5 people perished in a house fire.

"Firefighters, responding to a 911 call just after 6 A.M., found the one-story house fully enveloped by flame, its entrance blocked by a burning Cadillac parked in front of the house's front door. "

The San Francisco Planning Department also has an opinion about blocking this area where the car is parked in an space called a "set-back." A "set-back" is the area between the house and sidewalk in San Francisco.

San Francisco Planning Code: Article 1.2.

Section 132, which regulates building setbacks, says that **"no motor vehicle, trailer, boat or other vehicle shall be parked or stored within any such area, except as specified in Section 136."**

Section 136 specifies, among other allowable obstructions, an exception that garages can exist within the setback "if their top surfaces are developed as usable open space," and that driveways can exist but **"in no case shall parking be allowed in the setback."**

Lastly, Mayor Lee, many Supervisors, many Department Heads and their spokespeople all proclaim "Pedestrian safety is a top priority" with us. Naturally, they already think "sidewalk pedestrians" are protected by the "Vehicle Code" that fundamentally states: "The only time a vehicle should be on a sidewalk is when entering or exiting the garage."

If you witnessed these vehicles cavorting on the sidewalks of 11th Ave. at the invitation of SFMTA Enforcement Directors, before finally coming to rest in this "legal" parking spot, one would deduce the City didn't give a damn about the safety of "sidewalk pedestrians."

Sincerely yours,

Jim Corrigan



