

FILE NO. 130612

Petitions and Communications received from June 3, 2013, through June 10, 2013, for reference by the President to Committee considering related matters, or to be ordered filed by the Clerk on June 18, 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 Superior Court of California, submitting 2012-2013 Civil Grand Jury report entitled, "Are the Wheels Moving Forward?" Copy: Each Supervisor, Clerk of the Board, Legislative Deputy, Government Audit & Oversight Committee Clerk, Legislation Clerk. (1)

*From Office of Budget and Legislative Analyst, submitting Housing Authority performance audit. (2)

From concerned citizens, regarding fiber broadband. 3 letters. Copy: Each Supervisor. (3)

From Library Users Association, regarding the Public Library evening hours. Copy: Each Supervisor, Clerk of the Board. (4)

From A. Alberto Castillio Abello, regarding proposed reduction to health services for FYs 2013-2014 and 2014-2015. File No. 130595. Copy: Each Supervisor. (5)

From concerned citizens, regarding Pier 70 Waterfront Site. File No. 130495. 3 letters. Copy: Each Supervisor, Budget & Finance Committee Clerk. (6)

From concerned citizens, regarding Vibrant Castro Neighborhood Alliance petition. 11 letters. Copy: Each Supervisor. (7)

From Randolph Badler, Ph.D., regarding construction parking permits. Copy: Each Supervisor, Legislative Aides. (8)

From Sid Castro, regarding sale of taxi medallions. Copy: Each Supervisor. (9)

From Marvis J. Phillips, regarding liquor license transfer for 1552 Polk Street. File No. 130307. Copy: Each Supervisor, Neighborhood Services & Safety Committee Clerk. (10)

From concerned citizens, regarding the Central Subway. 2 letters. Copy: Each Supervisor, Budget & Finance Committee Clerk. (11)

From concerned citizens, regarding condominium conversion legislation. File Nos. 120669 and 130480. 2 letters. Copy: Each Supervisor, Land Use & Economic Development Committee Clerk. (12)

From Gary Pegueros, regarding the Neighborhood Energy Response Team program. Copy: Each Supervisor. (13)

From Paul Timothy Diaz, regarding bacterial meningitis prevention. Copy: Each Supervisor. (14)

From Office of the Controller, regarding report on the Status of Civil Grand Jury Recommendations, FY2003-2004 through FY2011-2012. Copy: Each Supervisor, Land Use & Economic Development Committee Clerk. (15)

Intentionally left blank (16)

From San Francisco Bay Area Rapid Transit District, regarding updates on ongoing labor negotiations. Copy: Each Supervisor. (17)

From concerned citizens, submitting support for reappointment of Kimberly Brandon to the Port Commission. File No. 130504. 2 letters. Copy: Each Supervisor, Rules Committee Clerk. (18)

From Sierra Club, submitting support for the appointment of Hulda Garfalo to the Ethics Commission. Copy: Each Supervisor. (19)

From International Bottled Water Association and the California Bottled Water Association regarding bottle refilling stations legislation. File No. 120488. Copy: Each Supervisor. (20)

*(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.)

SUPERIOR COURT OF CALIFORNIA
COUNTY OF SAN FRANCISCO
CIVIL GRAND JURY

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c: COB, Leg Dep, GAO Clerk,
BOS-11, direct from CGJ
page



June 5, 2013

Angela Calvillo
City Hall, 1 Dr. Carlton B. Goodlett Place
Room 244
San Francisco, CA 94102

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Dear Ms. Calvillo,

The 2012 – 2013 Civil Grand Jury will release its report entitled, "Are the Wheels Moving Forward? A Follow-Up to the 2009-2010 Civil Grand Jury Report: Sharing the Roadway - From Confrontation to Conversation," to the public on June 10, 2013. Enclosed is an advance copy of this report. Please note that by order of the Presiding Judge of the Superior Court, Hon. Cynthia Ming-mei Lee, this report is to be kept confidential until the date of release.

California Penal Code §933.5 requires a response to the Presiding Judge no later than September 9, 2013. For each finding in the report, you must either (1) agree with the finding; or (2) disagree with it, wholly or partially, and explain why.

Further, as to each recommendation, your response must either indicate:

- 1) That the recommendation has been implemented, with a summary of how it was implemented;
- 2) That the recommendation has not been, but will be, implemented in the future, with a timeframe for implementation;
- 3) That the recommendation requires further analysis, with an explanation of the scope of that analysis and a timeframe for discussion, not more than six months from the release of the report; or
- 4) That the recommendation will not be implemented because it is not warranted or reasonable, with an explanation. (California Penal Code § 933 and §933.05)

Please provide your response to Presiding Judge Lee at the address below.

Very truly yours,

A handwritten signature in cursive script that reads "Martha M. Mangold".

Martha M. Mangold, Foreperson
2012 – 2013 Civil Grand Jury

400 McAllister Street, Room 008
San Francisco, CA 94102-4512
Phone: 415-551-3605

Are the Wheels Moving Forward?

A Follow-Up to the 2009-2010 Civil Grand Jury Report
Sharing the Roadway: From Confrontation to Conversation

May 2013



City and County of San Francisco
Civil Grand Jury, 2012-2013

MEMBERS OF THE 2012-2013
CIVIL GRAND JURY
CITY AND COUNTY OF SAN FRANCISCO

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Leslie Finlev, Recording Secretary
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THE CIVIL GRAND JURY

The Civil Grand Jury is a government oversight panel of volunteers who serve for one year.
It makes findings and recommendations resulting from its investigations.

Reports of the Civil Grand Jury do not identify individuals by name.
Disclosure of information about individuals interviewed by the jury is prohibited.
California Penal Code, section 929

STATE LAW REQUIREMENT California Penal Code, section 933.05

Each published report includes a list of those public entities that are required to respond to the Presiding Judge of the Superior Court within 60 to 90 days, as specified.

A copy must be sent to the Board of Supervisors. All responses are made available to the public.

For each finding the response must:

- 1) agree with the finding, or
- 2) disagree with it, wholly or partially, and explain why.

As to each recommendation the responding party must report that:

- 1) the recommendation has been implemented, with a summary explanation; or
- 2) the recommendation has not been implemented but will be within a set timeframe as provided; or
- 3) the recommendation requires further analysis. The officer or agency head must define what additional study is needed. The Grand Jury expects a progress report within six months; or
- 4) the recommendation will not be implemented because it is not warranted or reasonable, with an explanation.

Table of Contents

Issue	5
Summary	5
Background	7
Investigation.....	8
1. Bicycling & Education: Building Awareness for Safer Streets	8
National Trends in Education and Training	8
San Francisco Bicycle Coalition Education Programs	9
Increased Efforts to Make Biking Safe	11
2. Enforcement: Monitoring City Streets.....	13
Conclusions.....	15
Findings and Recommendations.....	17
Education	17
Enforcement.....	18
Response Matrix	19
Methodology.....	21
Bibliography	22
Appendix 1.....	23
Appendix 2.....	24
Appendix 3.....	25
Appendix 4.....	26
Endnotes.....	27

Issue

The *San Francisco Bike Plan* is a comprehensive roadmap designed to promote and increase safe bicycle use. The 2009-2010 Civil Grand Jury report, *Sharing the Roadway: From Confrontation to Conversation*, identified conflict and misunderstanding among bicyclists, motorists, and the general public and discussed how those sentiments impede the successful implementation of the City's Bike Plan. The Jury focused its attention on two of the plan's overall goals: educating the public about bicycle safety and improving bicycle safety through increased targeted enforcement.

As bicycle ridership in the City continues to increase the time is ripe to evaluate if the 2009-2010 Jury recommendations have been implemented and whether San Francisco is better positioned to accommodate a burgeoning bicycle population.

Summary

San Francisco streets are evolving as miles of bike lanes, sharrows, and other bike-friendly infrastructure are added and roadway users are called upon to adjust to these changes. Observe the City's many neighborhoods at any hour and witness the spectrum of citizens riding their bicycles: folks commuting to work, children headed to school, enthusiasts exploring Golden Gate Park and even women in high heels pedaling past the San Francisco Civic Center. Many of the City's departments, agencies and citizens are paving the way for a town that welcomes and fosters bicycling on the City's streets.

In its report, the 2009-2010 Civil Grand Jury made the following recommendations:

- The *San Francisco Bike Plan* should be amended to include a comprehensive program to distribute safe-cycling education materials to the public as well as cyclists.
- By January 1, 2011, the Traffic Court should establish a Bicycle Court Traffic School option as a tool for education.
- By January 1, 2011, the San Francisco Police Department (SFPD) should update training materials related to bicycles in a joint effort with the bicycle community and the California Commission on Peace Officer Standards and Training (POST). Updated materials should include California Vehicle Code (CVC) and Traffic Code (TC) enforcement in alignment with the current San Francisco Municipal Transportation Agency (SFMTA) Bike Guide.
- The SFPD citation form should be reformatted to include a bicycle category.
- There should be an overall citywide policy about how the existing CVC and TC codes will be implemented so police have the direction and support they seek and deserve.¹

The 2012-2013 Civil Grand Jury learned that bicycle education classes, materials and outreach programs continue to be available and coordinated most notably through the San Francisco Bike Coalition (SFBC). SFBC bicycle education programs are designed to appeal to bicyclists of all ages, levels and backgrounds. Its programs are similar in scope to those offered by cities nationally recognized as bicycle leaders by the Alliance for Biking and Walking. The current Jury applauds these efforts and encourages City leaders to support these programs further. As the previous Jury discovered, greater effort must be made to promote and extend these valuable programs to reach the general public, in addition to bicyclists and motorists.

Although the Traffic Court did not establish a Bicycle Court in 2011, a *Bicycle Citation Diversion Education Program* will be launched in 2013.

The 2009-2010 Jury concluded that bicycle education is also important for the San Francisco Police Department. While SFPD receives training regarding California Vehicle Code and Traffic Code related to bicycles, training could be structured with an even greater focus on bicycling.

The 2009-2010 Jury concluded that traffic enforcement is often lax. The 2012-2013 Jury found that, although traffic citations issued by SFPD have increased since 2009, enforcement continues to be a problematic and charged issue because perspectives regarding implementation differ; SFPD officers who were surveyed reported that bicycle enforcement is not well supported by our City leaders and community. In contrast, the broader population and some of the bicycle community demand more proactive, targeted enforcement. These opposing sentiments highlight the need for a more collaborative enforcement approach where goals are defined, expectations are publicized, and greater support from the community is extended to support these efforts.

Based on its investigation, the 2012-13 Jury has four recommendations for improving bicycle safety in San Francisco:

- Bicycle safety education should be continued, expanded, and extended to non-cyclists and motorists. SFMTA should actively promote bicycle safety education classes through aggressive outreach and publicity efforts, incentives for participation in bicycling workshops, and availability of bicycle training classes for businesses.
- SFPD should expand officer training related to bicycle safety and enforcement.
- SFPD should update its citation form to include bicycle infractions.
- City leaders should lend support to SFPD in its efforts to successfully enforce roadway laws and should adopt a San Francisco Bicycle Enforcement Safety Agreement that targets two key goals: zero bicycle fatalities and fifty percent annual reduction in bicycle collisions.

San Francisco should and can do more to maximize safety for its roadway users. Let us not wait until the next bicycle-related accident makes headlines. Let us plan and address these concerns now.

Background

The *San Francisco Bike Plan* (Bike Plan) is a 97-page guide with eight goals and over 80 actions that was created to facilitate an appealing, healthy, and safe transportation option for bicyclists. It was completed in 2005 by the San Francisco Municipal Transportation Authority (SFMTA) with input from other City departments and agencies. The 2009-2010 Jury report focused on education and enforcement and directed its recommendations to SFMTA, SFPD, the Bicycle Advisory Committee (BAC), the Mayor's Office, and the Board of Supervisors. In 2006, the Coalition for Adequate Review and 99 Percent obtained an injunction² to prevent implementation of the Bike Plan and requested greater City review to determine potential impacts to the flow of traffic, the availability of street parking, and public transit. The injunction was lifted in 2010 and, as a result, bicycle infrastructure projects (bicycle lanes and paths) throughout the City have moved forward and bicycle activity has increased.

The 2009-2010 Jury advocated for amending the Bike Plan to incorporate education and enforcement recommendations; however, SFMTA and other City departments found that was not feasible, due to the injunction and the substantial costs associated with a revision. In fact, implementing the recommendations did not require an amendment and could be addressed within the framework of the existing Bike Plan. This continuity report by the 2012-2013 Jury addresses the results of these efforts.

It is apparent from articles in local newspapers and bicycle blogs that bicycling continues to be a charged issue among motorists, pedestrians, and bicyclists in San Francisco. Statements in the "Letters to the Editor" section of the San Francisco Chronicle include:

- "Sharing the road means sharing the responsibility of mutual safety, and that means following all the rules, not just some of them."³
- "My muscles tense as I walk the streets of San Francisco and witness many bicyclists not obeying traffic laws."⁴
- "Please, we all need to find patience and common courtesy for each other again."⁵ (A San Francisco resident, frustrated by the lack of respect she observes, appeals to both motorists and bicyclists.)

There is often palpable tension on the City's streets between bicyclists, pedestrians and motorists. Bicyclists are frustrated and threatened by the actions of aggressive motorists, and many feel unsafe and at risk having to share the road with careless motorists. Meanwhile, some pedestrians and motorists perceive bicyclists as law-breaking renegades who are a nuisance on the roadways. These opposing sentiments indicate that the mission of the Bike Plan to create and foster a safe bicycling environment for all San Franciscans continues to face challenges.

The key players that can help San Francisco meet those challenges to achieve the Bike Plan mission are SFMTA, SFPD, SFBC and BAC. SFMTA's role is to provide a safe and appealing transportation experience. In creating the Bike Plan, SFMTA collaborated with the Planning Department, SFPD, BAC, SFBC and other community members to formulate a comprehensive plan for its mission. SFPD plays an important role enforcing roadway laws. SFBC, a non-profit advocacy group, promotes, educates and encourages bicycling for everyday transportation. BAC is an eleven-member City organization appointed by the Board of Supervisors (BOS) to provide various perspectives on bicycle projects and policies.

Even though conflict and frustration continue to exist among bicyclists, motorists and pedestrians, bicycling on the City's streets continues to increase. According to SFMTA's 2012 *State of Cycling* report, 3.5 percent of all trips are taken by bicycle. San Francisco is third behind Portland, OR and Seattle, WA in bicycle commuter ridership.⁶ In October 2010, the Board of Supervisors unanimously passed a resolution to reach a 20 percent bicycle "mode share" goal by 2020.⁷ (Mode share refers to the percentage of travelers using a particular type of transportation.) In January 2013, SFMTA released a draft of its Bicycle Strategy report that outlines new directions and policy goals to integrate bicycling more fully into the fabric of city life. SFMTA has projected that an eight to 10 percent bicycle mode share is a more likely goal by 2018-2020.⁸ Both goals will require collaboration from all of the City's roadway users.

Investigation

1. *Bicycling & Education: Building Awareness for Safer Streets*

A bicyclist surveyed in SFMTA's *San Francisco Bicycle Study Report* shares his thoughts on bicycle education:

"Let's teach motorists and cyclists the traffic rules about how to share the road. I believe there's a lot of ignorance."⁹

Chapter 4 of the Bike Plan outlines actions that address education and safety issues. Bicycle safety education is valuable for teaching cyclists and non-cyclists the bicycling rules of the road, how to navigate streets safely and how to share the road with others. While motorists are required to pass a written exam that tests their knowledge of traffic law, no such requirement is made of bicyclists. Formal bicycle education, although available, is not required in San Francisco.

National Trends in Education and Training

According to the Alliance for Biking & Walking *2012 Benchmarking Report*, San Francisco scored fifth out of 31 cities surveyed regarding adult residents who participate in bicycle education, while Minneapolis, Seattle, Tucson and Washington, D.C. ranked

higher.¹⁰ San Francisco placed seventh out of 28 for residents under the age of 18, while Seattle had the highest value for youth bicycle participation, with 20,600 attendees.¹¹ While these trends are encouraging, the 2012 *San Francisco State of Cycling* report indicates that the City has more work to accomplish. According to its report, only 35 percent of bicyclists are aware of cyclist safety training classes and only nine percent of non-cyclists know about them.¹² Based on these statistics, increased awareness for these programs is needed (Appendix 1).

A correlation can be made between a city's safety record and its bicycle safety programs. According to the Alliance for Biking and Walking *2012 Benchmarking Report*, San Francisco is the sixth safest city for bicycling, while Honolulu is the safest. The Hawaii Bicycling League (HBL) provides a host of bicycle education classes that includes *Commuter Cycling 101*, taught by League of American Cyclists certified instructors. This course begins in a classroom, where the focus is on cyclists' rights, rules of the road, equipment safety checks, etc. The second part of the class involves a group ride through the community, where skills learned in the classroom are applied on the road. HBL acknowledges that educating bicyclists is only one side of roadway safety. The other side involves motorists and pedestrians, and thus HBL offers a *Walk, Bike, Drive* program that teaches drivers how to share the road safely around bicyclists and pedestrians.¹³

Washington, D.C., which is ranked the fourth safest city for bicycling¹⁴ provides bicycle education programs similar to those offered in San Francisco. The Washington Area Bicyclist Association features a commuting seminar for bicyclists interested in acquiring skills and tips that will help them bicycle to work safely. *Confident City Cycling* covers topics such as vehicle cycling principles, roadway positioning and lane changes. Other classes include *Traffic Skills*, *Group Riding* and *Confident City Cycling Evaluation*, a module that evaluates a student's knowledge of the *Confident City Cycling* material.¹⁴

Portland is America's leader in bicycle culture.¹⁶ It is ranked the fifth safest bicycle city and focuses its bicycle education on students and teachers. Portland's Bicycle Transportation Alliance (BTA) offers custom programs to educate students, train teachers, and encourage students and families to bicycle to school. A parent whose child participated in the program recalls how her daughter came home after a bike safety class, taught the family to use hand signals and had the whole family out on bikes the following weekend. She explained, "Now I feel comfortable allowing her, and myself, really, to ride for fun and transportation."¹⁵

San Francisco Bicycle Coalition Education Programs

In 2011, SFMTA selected SFBC to lead the bicycle education effort by conducting bicycle safety courses through 2014. SFBC has 12,000 members, is the primary resource for bicycle education and has earned a 4.5 out of 5 star rating on Yelp, an online business review website.

From a Yelp review of the San Francisco Bike Coalition:

“I just started riding my bike to work and the SFBC styled me out with all the info I needed to get from home to work and back again ... maps, laws, tips, etc. More than I even knew.”¹⁶

SFBC offers free classes designed for San Francisco’s diverse population. These popular programs, held in over 50 city locations, are often filled to capacity; in 2012 SFBC educated approximately 5,000 people¹⁷ about .01 percent of the City’s population.

A total of 4,866 participants attended SFBC workshops in 2012. The following is a list of the SFBC bicycle education courses:

- Urban Cycling Workshops - 917 attendees
These courses are designed for a broad range of citizens and include the following:
 - ❖ *Introduction to Safe Bicycling* - one-hour classroom instruction on bicycling in San Francisco
 - ❖ *Traffic Skills 101* - four-hour classroom instruction on safe bicycling techniques
 - ❖ *On-Road Streets Skills* - After completing a four-hour *Traffic Skills* course that meets the requirements of the League of American Bicyclists’ curriculum, as well as a one-hour *Intro to Safe Bicycling*, bicycle students are able to advance to the next level, the City’s streets. Certified instructors teach bicyclists to navigate alongside motor vehicles in these personalized classes. Classes are limited to fifteen students.
 - ❖ *Adult Learn to Ride* - SFBC teachers work one-on-one to teach the basics of balancing, starting, stopping and steering a bike, as well as how to properly fit a bicycle helmet.
- *Freedom From Training Wheels* - 206 attendees
These classes are held at Sunday Streets, the SFMTA-sponsored event held on a series of Sundays when roads are closed to vehicles, thus helping families learn the thrill of balancing, pedaling, and biking. (206 attendees)*
- Safe Routes to School - 2,128 attendees
SFBC partners with other City agencies to educate youngsters and their parents.
- Family Biking
SFBC offers a four-part class: *Biking Pregnant, Biking with Your Baby & Toddler, Freedom From Training Wheels* and *Practice Training: On Road With Your Children*.
- City Employee Bike Fleet Courses - 130 attendees
Classes contracted by the Department of Environment to encourage City employees to adopt sustainable practices.
- Muni Driver Training
SFBC is “helping Muni drivers learn the ways to safely share the road with people on bikes.”¹⁸

- Taxi Driver Training - 1,000 attendees
SFBC provides bicycle safety instruction to new taxi drivers, similar to its programs for Muni drivers to help foster a road-sharing environment.
- Employer Bicycle Safety Presentation - 268 attendees
- P.E. Middle School Program (YMCA) - 217 attendees

In addition to free classroom and street workshops, SFBC provides bicycle education tools online (www.sfbike.org) with its *Rules of the Road* brochure, available also in Spanish and Cantonese. The *Rules of the Road* and other educational tools and promotional material can also be found at numerous bicycle-related events (e.g., Bike to Work, Sunday Streets). Connecting with a broader audience, SFBC distributes its flyers at non-bicycle events, where SFBC representatives provide bicycle valet services (e.g. at events such as SF Giants games and ACT plays). In 2012, SFBC estimates it reached over 30,000 people with its online presence and print media.

Because funds for bicycle education and outreach programs are scarce, SFBC depends on contracts, contributions, and grants for its programs (Appendix 2). SFBC work is sustained by its members and supporters. SFBC employs a staff of 15 and is supported by over 1,200 volunteers, 250 of whom focus their attention on bicycle education activities.¹⁹ In 2011, 41 percent of the funding for Portland’s bicycle advocacy group, BTA, came from government grants and contracts, compared to 27 percent for SFBC. The Active Trans Advocacy group of Chicago obtained 39 percent of its revenue from contracts and 16 percent from grants and contributions.²⁰

	Percentage Government Funded
Portland BTA	41%
Chicago ATA	39%
S. F. Bicycle Coalition	27%

Increased Efforts to Make Biking Safe

The 2012-2013 Jury applauds SFMTA’s report *Draft Bicycle Strategy Goal 3*, which seeks to “normalize riding bicycles through media, marketing, education and outreach.” Objective 3.3 *Bicycle Education* proposes the introduction of bicycle education at SF Unified School District schools and bicycle education courses in each SF supervisorial district through a Bicycle Ambassador program. The proposed implementation date for these programs is 2014 and funding will increase incrementally until 2018.²¹ Educating the City’s young people will not only encourage them to ride bicycles safely, but also will motivate them to be respectful of bicyclists when they begin to drive.

Both the Bike Plan (Action 4.4) and the 2009-2010 Jury report called for the creation of a Bicycle Traffic School / Traffic Court “fix it” ticket option for cyclists. This program

would allow bicyclists who violate traffic laws to attend traffic school in lieu of paying a fine, with the additional benefit of receiving traffic law education. In 2013, SFPD will launch the *Bicycle Citation Diversion Education Program* with SFMTA. According to Leah Shahum, Executive Director of the SFBC, "You're not going to get everyone in a class, we know that, but if you do teach enough people to behave nicely, it becomes the norm and it'll affect the small, albeit visible, minority of bike riders whose actions give the rest of us a bad name."²²

The 2009-2010 JURY recommended that education efforts extend to SFPD. Reasoning that police officers need to understand the laws they enforce, the Jury recommended that SFPD update training materials related to bicycles in a joint effort with the bicycle community and the California Commission on Peace Officer Standards and Training. It suggested that updated materials cover CVC and TC enforcement in alignment with the current SFMTA *Bike Guide*. SFPD agreed, stating that its current training materials only "reflect the intricacies of bicycle patrol, not enforcement of laws pertaining to bicycles." The Department hoped to complete an update by mid-2011.

The current Jury reviewed two SFPD training documents. The first, *SFPD – 24 Hour Basic Bicycle Patrol*, dated November, 2012, was designed for bicycle patrol officers. The 18-page document addresses bicycle inspection guidelines, bicycle maintenance, and riding techniques. The second document is an outline of a three-day course for training bicycle patrol officers. It features history, equipment, and maintenance of bicycles, as well as a discussion of laws.

The 2012-2013 Jury has found that SFPD did not update training documents as requested by the 2009-2010 Jury. However, interviews with officers at the SFPD Training Academy revealed that new recruit officers do receive some instruction on bicycle enforcement during their training for traffic enforcement. The mandated training includes 20 hours of classroom instruction related to CVC and 40 hours of accident investigation instruction.

The current Jury also reviewed a 2004 SFPD *Roll Call Training* lesson entitled *Bicycle Rights and Responsibilities*. This four-page tutorial included a three-question pretest, two bicycle-related scenarios, discussion of critical issues and the Vehicle Code as related to the two scenarios and related ethical considerations regarding when to take action.²³ The *Roll Call Training* lesson may be initiated by an officer at his/her discretion, is approved by the SFPD Chief, and is implemented by the department Training Division.

The nine-minute training video *Bikes Belong in Traffic*, created by SFPD in conjunction with SFBC in 2007, was reviewed by both Juries. This video, available on YouTube (<http://www.youtube.com/watch?v=o7M-ueoU2E>), highlights a bicyclist's legal rights and explores three scenarios: "dooring" (drivers opening doors in the path of approaching bicyclists), motorist intimidation of bicyclists, and filing police reports. It also reviews four California Vehicle Code sections. The video is not utilized by the SFPD for new Recruit Officer training.

The Portland Police Department created a similar ten-minute video in 2010 (<http://www.youtube.com/watch?v=xKmwKP5ZRtQ>) to educate police officers about Portland's *Transportation Policy* and to remind them of Portland's bicycle traffic laws. The video reviews five laws and states that "reminders are valuable."²⁴

The Chicago Police Department 2010 13-minute *Traffic Enforcement for Bicycle Safety* video includes short interviews of motorists, cyclists, and police officers. It discusses ten laws that directly apply to motorists and cyclists, it includes a clear explanation and visual representation of how to complete a citation form.

2. Enforcement: Monitoring City Streets

"I often hear from friends that they are afraid to bike because of cars, but cyclists should also obey laws and [the laws] should be enforced."²⁵

"The City needs to turbo charge their plan to make biking safer,"²⁶ said a San Francisco resident.

A concerned bicyclist asks for "...safer conditions so I don't feel like I'm taking my life into my hands every time I ride."²⁷

The 2009-2010 Jury investigated traffic law enforcement. After field investigations and interviews, the 2012-2013 Jury agrees that an increase in police enforcement is important. Current Jury members accompanied SFPD officers on two "ride-alongs" and witnessed bicyclists disregarding traffic rules and regulations on main City arteries. The Jury learned that police officers are often reluctant to issue citations to cyclists, citing a need for stronger support from community leaders for enforcement. However, some cyclists believe that sting operations conducted on non-dangerous streets target them unfairly. Bicyclists also believe that motorists should be held accountable when they endanger lives by driving aggressively or tailgating bicyclists.

The 2009-2010 Jury reviewed 2009 enforcement data from the San Francisco Superior Court. The current Jury reviewed the comparable Superior Court enforcement data for 2010, 2011, and 2012²⁸ and found the following:

	<u>2009</u> ²⁹	<u>2010</u>	<u>2011</u>	<u>2012</u>
Total Citations Issued	204,673	180,716	167,803	154,634
Total Bicycle Citations	1,968	1,260	1,565	1,959
% of Total Citations	.96%	.70%	.93%	1.3%

While the overall number of citations issued to all roadway users (motorists, bicyclists and pedestrians) has decreased since 2009, the percentage of total citations issued to bicyclists has increased. SFPD has reported that its officers do not issue citations for

every infraction they witness, so the statistics for the number of citations issued under-represent the actual number of violations. Interviews with SFPD officers of varying ranks revealed the following sentiments: [citing bicyclists is] “not a priority,” “prefer to admonish” [rather than cite] and enforcing “the spirit of the law, not the letter of the law” is at times appropriate.

The 2009-2010 Jury requested that SFPD reformat its citation form to include a designation for bicycle related violations. SFPD agreed with the recommendation, but it has not been implemented as of this report. If a bicycle-related citation is written but is recorded incorrectly, the ticket is at risk of being dismissed; in addition, inaccurately reported information hinders the accumulation of the data required for bicycle safety strategies.

A 2011 *SF Bicycling Study Report*, prepared by survey consultants Corey, Canapary & Galanis for SFMTA, assessed San Franciscans’ sentiments about bicycling. It determined that, after bicycle street infrastructure, “more stringent enforcement of existing laws or new licensing standards” would motivate San Franciscans to bicycle more frequently.³⁰ Nineteen percent of 1,063 non-cyclist residents interviewed³¹ agreed that stricter enforcement or new licensing standards would encourage them to ride a bike.³²

The 2011 *SF Bicycling Study Report* asked San Francisco residents to rate how they felt about the following statement: “Most cyclists obey traffic laws”. Although this survey question measures a perception only, the mean score of 2.46 (5 point scale; 5= strongly agree, 1= strongly disagree) for frequent bicyclists who agree with this statement suggests that they may observe or engage in unlawful road behavior.³³ The same report asked survey takers to rate the following statement: “Most motorists respect the rights of cyclists.” The mean response of 2.74 suggests that greater enforcement of motorist traffic laws is also necessary.

As bicycling has increased on San Francisco streets, so have injury collisions:

<u>Year</u>	<u># of Injuries</u>
2009	531
2010	599
2011	630

The 2011 *Bicycle Injury Collision Report* cited 630 incidents with fault fairly evenly split: 325 where the bicycle rider was likely at fault vs. 305 where the motorist was likely at fault³⁴ (Appendix 3). An increased number of bicyclists might explain this trend; nonetheless, setting a goal to reduce the total number of collisions is important.

In 2011, San Francisco recorded four fatal collisions involving bicycles, the highest loss in the past ten years.³⁵ SFBC’s summer 2012 newsletter, *Tube Times*, features Chicago Mayor Rahm Emanuel and discusses his ambitious target of zero traffic fatalities annually within 10 years. The *Chicago Bike Plan* also strives to reduce the number of bicycle injuries by fifty percent. Among Chicago’s strategies is a commitment to

improve the city's most dangerous traffic collision sites by analyzing corresponding collision data annually and through effective police enforcement.

The 2012 *State of Cycling* report states that SFMTA is collaborating with SFPD on bicycle enforcement because 17 percent of survey respondents said they might bicycle more frequently if there were greater enforcement of traffic laws pertaining to motorists (who put bicyclists at risk). According to SFMTA, and in line with the prior Jury's recommendation, "enforcement efforts should be publicized so both motorists and would-be bicyclists know they are occurring. The efforts could also help to decrease bicycle collisions."³⁶ The current Jury has not identified an enforcement program with a corresponding City campaign to alert roadway users.

In its summer 2012 *Tube Times* newsletter, SFBC appeals to SFPD to focus attention on dangerous roadway behavior in a data-driven manner. SFPD has access to collision data that includes the most prevalent CVC violations, as well as data showing the street locations of high collision activity (Appendix 4). While this data provides a tool for targeted bicycle enforcement, the feedback that SFPD receives from the community is not always supportive of enforcement efforts.

SFPD welcomed the 2009–2010 Jury's recommendation to establish an "overall citywide policy about how the existing California Vehicle Code and Traffic Codes will be implemented so police have the direction and support they seek and deserve." The Mayor and BOS should announce these efforts and alert the City's residents that they are supporting SFPD's renewed enforcement. Without consistent enforcement, many bicyclists may perceive that the traffic laws do not apply to them and that any behavior is acceptable. Safe motorist behavior, in relation to bicycles, is equally important and should be included in the citywide policy.

According to the Alliance for Biking & Walking *2012 Benchmarking Report*, Portland has the highest share of workers commuting by bicycle at 5.5 percent³⁷. Portland is recognized as a national leader for its innovative multi-mode transportation strategies, made possible by its commitment to collaborate with city departments, organizations and community members.

Portland has developed a comprehensive "Community Policing Transportation Safety Agreement"³⁸ that outlines objectives to improve the city's response to traffic related issues and to encourage harmonious behavior from all road users. This agreement is reviewed and signed annually by the Portland Police Bureau, the Portland Bureau of Transportation, and the Bicycle Transportation Alliance.

Conclusions

San Francisco's streets are evolving. Miles of additional bicycle lanes, increased bicycle parking, car-free events and the commitment of many City departments and other agencies contribute to a developing, bicycle-friendly community. San Francisco needs to embrace the growing bicycle movement and better position itself to reach the Board of

Supervisor's 20 percent mode share goal by 2020. The City has made great strides to encourage bicycling by connecting neighborhoods with bike lanes, announcing a pilot bike-share program in 2013, and providing education and outreach programs. Each day, citizens are reaping the benefits of these improvements. However, more can and should be done. Extending and promoting these programs should be a top priority. Traffic laws for all roadway users must be articulated, respected, and enforced to make everyone feel safe. SFPD needs support from the community and its leaders to enforce traffic laws that minimize collisions and prevent fatalities.

Findings and Recommendations

Education

Finding 1:

San Francisco is well-served by the San Francisco Bike Coalition bicycle safety education efforts. SFBC bicycle education materials and classes are comparable to bicycle education programs in other U.S. cities known for their safe streets.

SFPD and SFMTA will launch a Bicycle Citation Diversion Education Program this year (2013); this satisfies the previous Jury recommendation to establish a Bicycle Court Traffic School option as a tool for education.

In 2012, the San Francisco Bike Coalition educated 4,866 people in its Street Safety Education classes, or approximately .01 percent of San Francisco's population. As the biking movement grows and evolves, more education will be needed. With the goal of a 20 percent mode share, efforts must be substantially increased to educate both bicyclists and motorists.

The bicycle safety education programs of SFBC are on the right track to reduce confrontations between bicyclists and motorists. However, in order to accomplish the goal mode share, more will be needed.

Recommendation 1.1:

Bicycle safety education should be continued, expanded and extended to non-cyclists and motorists.

Recommendation 1.2:

SFMTA should collaborate with SFBC to include SFBC flyers that promote and provide bicycle education in SFMTA Renewal Residential Parking Permit packets.

Recommendation 1.3:

Provide incentives to participants who complete SFBC Urban Bicycling Workshops in order to increase enrollment. Incentives could include SFMTA's City Pass, MUNI Passport or Clipper Card.

Recommendation 1.4:

Publicize classes and promote safe roadway behavior (share the road, obey traffic laws, etc.) on banners, billboards, and signs throughout the City, including MUNI bus stop shelters and the sides of MUNI vehicles.

Recommendation 1.5:

Offer bicycle-training courses to private San Francisco businesses.

Finding 2:

While current SFPD training relative to bicycle safety and laws is included in classroom instruction where new recruit officers learn about California Vehicle Codes and accident investigation, more bicycle-specific training also needs to be part of continuing education for police officers.

Recommendation 2.1:

SFPD should expand training related to bicycle safety and enforcement and implement the following:

Recommendation 2.2:

SFPD should establish a comprehensive bicycle safety training program for new recruit officers, as well as ongoing bicycle training in its continuing education program for police officers, i.e., a stand-alone class reviewing California Vehicle Code and Traffic Code provisions specific to bicycling

Recommendation 2.3:

SFPD should create an updated bicycle safety video modeled on Chicago's "Traffic Enforcement for Bicycle Safety" that includes all California Vehicle Codes and Traffic Codes related to bicycles.

Enforcement

Finding 3:

SFPD citation forms do not include a specific category for bicycle traffic violation; this omission inhibits awareness, data collection and enforcement efforts by the department.

Recommendation 3:

SFPD should update the citation form to include a category for bicycle infractions.

Finding 4:

SFPD needs the support of the City's leaders to enforce roadway laws effectively.

Recommendation 4.1:

The Mayor and the Board of Supervisors should support SFPD efforts to successfully enforce roadway laws by adopting a San Francisco Bicycle Enforcement Safety Agreement that would pursue the goals of zero bicycle fatalities and a 50% annual reduction in bicycle collisions.

Recommendation 4.2:

Through collaboration with SFPD, BAC, and SFMTA the City should build an Enforcement Safety Campaign around the goals in Recommendation 10 and alert the public to the SFPD enforcement plan that will follow.

Response Matrix

Findings	Recommendations
<p>Education:</p> <p>1. As the biking movement grows and evolves, more education will be needed. With the goal of a 20 percent mode share, efforts must be substantially increased to educate both bicyclists and motorists. In order to accomplish the mode share goal, more will be needed.</p> <p>2. Bicycle-specific training also needs to be part of continuing education for police officers.</p>	<p>1.1 Bicycle safety education should be continued, expanded and extended to non-cyclists and motorists.</p> <p>1.2 SFMTA should collaborate with SFBC to include SFBC flyers that promote and provide bicycle education in SFMTA Renewal Residential Parking Permit packets.</p> <p>1.3 Provide incentives to participants who complete SFBC Urban Bicycling Workshops in order to increase enrollment. Incentives could include SFMTA's City Pass, MUNI Passport or Clipper Card.</p> <p>1.4 Publicize classes and promote safe roadway behavior (share the road, obey traffic laws, etc.) on banners, billboards, and signs throughout the City, including MUNI bus stop shelters and the sides of MUNI vehicles.</p> <p>1.5 Offer bicycle-training courses to private San Francisco businesses.</p> <p>2.1 SFPD should expand training related to bicycle safety and enforcement.</p>

Are the Wheels Moving Forward?

	<p>2.2 SFPD should establish a comprehensive bicycle safety training program for new recruit officers, as well as ongoing bicycle training in its continuing education program for police officers, i.e., a stand-alone class reviewing California Vehicle Code and Traffic Code provisions specific to bicycling</p> <p>2.3 SFPD should create an updated bicycle safety video modeled on Chicago's "Traffic Enforcement for Bicycle Safety" that includes all California Vehicle Codes and Traffic Codes related to bicycles.</p>
<p>Enforcement:</p> <p>3. SFPD citation forms do not include a specific category for bicycle traffic violation; this omission inhibits awareness, data collection and enforcement efforts by the department.</p> <p>4. SFPD needs the support of the City's leaders to enforce roadway laws effectively.</p>	<p>3.1 SFPD should update the citation form to include a category for bicycle infractions.</p> <p>4.1 The Mayor and the Board of Supervisors should support SFPD efforts to successfully enforce roadway laws by adopting a San Francisco Bicycle Enforcement Safety Agreement that would pursue the goals of zero bicycle fatalities and a 50% annual reduction in bicycle collisions.</p> <p>4.2 Through collaboration with SFPD, BAC, and SFMTA the City should build an Enforcement Safety Campaign around the goals in Recommendation 4.1 and alert the public to the SFPD enforcement plan that will follow.</p>

Are the Wheels Moving Forward?

Methodology

- The 2012-2013 Civil Grand Jury interviewed representatives of San Francisco City departments who stated that they would implement the recommendations offered by the 2009-2010 Civil Grand Jury, including the San Francisco Municipal Transportation Authority, the San Francisco Police Department, and the Bicycle Advisory Committee.

In addition, representatives of the San Francisco Bicycle Coalition were interviewed.

- The Alliance for Biking & Walking *2012 Benchmarking Report* was used to gain perspective on how the San Francisco bicycle environment compares to other U.S. cities.
- These reports were used to gather data and monitor trends related to bicycling:
 - SFMTA San Francisco Bicycling Study Report 2011, Draft Bicycle Strategy January 2013, and 2012 State of Cycling Report
 - 2010-2011 SFMTA San Francisco Collisions Report
 - 2010 and 2011 Superior Court Citation Data
- The San Francisco Bicycle Coalition provided literature and promotional handouts that promote its programs.

Internet blogs and newspaper articles were used to assess citizen perspectives on bicycling issues.

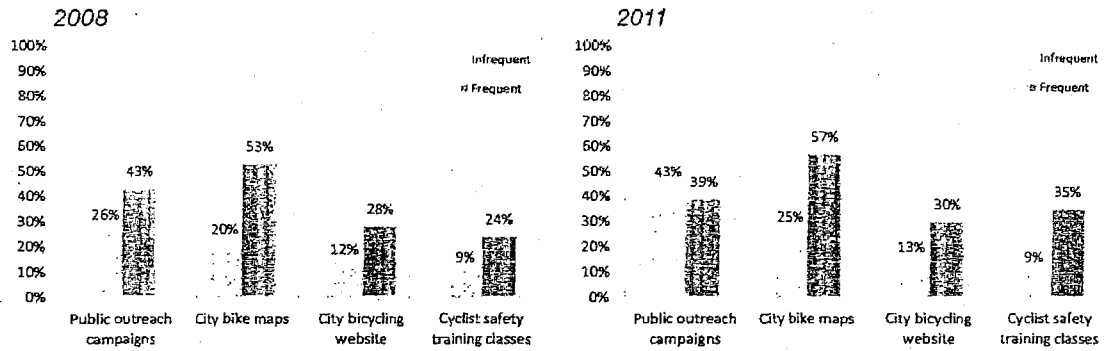
Bibliography

- 2009-2010 San Francisco Civil Grand Jury Report, *Sharing the Roadway: From Confrontation to Conversation*, May 2010
- Alliance for Biking & Walking, *2012 Benchmarking Report*
- *Community Policing Transportation Safety Agreement*, October 15, 2009, http://bikeportland.org/wp-content/uploads/2009/10/communitypolicingagreement_cleaned1.pdf
- Correy, Canapary & Galanis, *San Francisco Bicycling Study Report San Francisco Bike Crackdown: SFPD's Mass Ticketing of Cyclists Continues Unabated*, http://www.huffingtonpost.com/2012/05/16/san-francisco-bike-crackdown-continues_n_1519881.html.
- San Francisco Board of Supervisors, File No. 101316, Resolution No. 511-10, October 21, 2010
- San Francisco Chronicle, Letters to the Editor, November 13 & 17, 2012
- *San Francisco 2010-2011 Collision Report*
- SFMTA 2012 *State of Cycling* report
- SFMTA *Draft Bicycle Strategy*, January 2013
- SFMTA *Livable Streets* Facebook page
- SFPD *24-Hour Basic Bicycle Patrol*, 14-16 November, 2012
- SFPD *Bicycle Patrol Course*
- *This is Sunday Streets*, <http://www.sundaystreetsf.com/aboutus>.

Appendix 1

2012 San Francisco State of Cycling Report

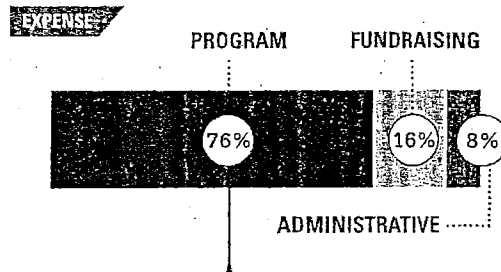
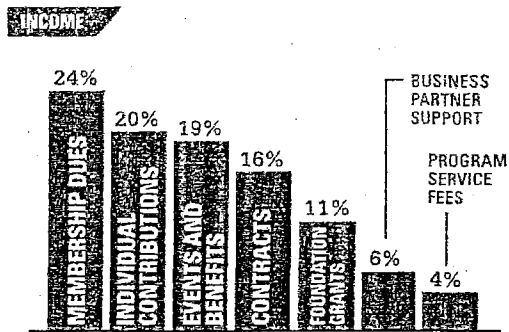
Figure 18: Respondents' Awareness of SFMTA Bicycling Materials and Outreach



Appendix 2

San Francisco Bike Coalition **2011** FINANCIAL SUMMARY

TOTAL INCOME	\$1,498,988
TOTAL EXPENSES	\$1,393,594
NET INCOME	\$105,394
BEGINNING NET ASSETS	\$658,412
ENDING NET ASSETS	\$760,762



Appendix 3

2010-2011 San Francisco Collision Report

Table 12 – 2011 Most Common Vehicle-Bicycle Injury Collision Factors
by California Vehicle Code Violation Section when Bicycle Rider Could be at Fault

CVC Section	General Description of CVC Violation	
22350	Driving at unsafe speed given conditions of roadway	100
22450	Failure to stop at a STOP sign limit line	34
21453(A)	Violation of signal red light	32
21650.1	Failure to operate in same direction as other vehicles	26
22107	Changing lanes/turning unsafely or without signaling	13
21804	Failure to yield to cross traffic from driveway or alley	12
21658	Unsafe lane change	10
21755	Unsafe passing or overtaking of another vehicle	9
21201(D)	Insufficient lights or reflectors on bicycle	6
21657	Driving the wrong way on a one-way street	5
21950(A)	Failure to yield to pedestrian at a crosswalk	5
Unknown		19
Other Code		54
TOTAL		325

Table 13 – 2011 Most Common Vehicle-Bicycle Injury Collision Factors
by California Vehicle Code Violation Section when Motorist Could be at Fault

CVC Section	General Description of CVC Violation	
22107	Changing lanes/ turning unsafely or without signaling	52
22517	Unsafe opening of vehicle door	49
21801	Failure to yield right-of-way when making left or U-turn	45
22350	Driving at unsafe speed given conditions of roadway	20
22106	Unsafe maneuver or backing after being parked	13
21802	Failure to yield after coming to a stop at a STOP sign	11
21658	Unsafe lane change	10
22101(D)	Disobedience to posted turn restriction signs	8
21451(A)	Failure to yield to pedestrians on green signal light	6
21804	Failure to yield to cross traffic from driveway or alley	6
22102	Failure to make safe U-turn in business district	6
21453(A)	Violation of signal red light	6
21750	Unsafe overtaking or passing maneuver to the left	5
22100(A)	Failure to make right turn as close as practical to curb	5
22450	Failure to stop at a STOP sign limit line	5
Unknown		15
Other Code		43
TOTAL		305

Appendix 4

2010-2011 San Francisco Collision Report

Highest "Motor Vehicle Involved with Bicycle" Injury Collision Intersections
7 or more injury reported collisions 2009-2011

Street A	Street B	2009-2011 Injury Collisions
Market Street	Octavia Boulevard	21
Market Street	Valencia Street	13
Fell Street	Masonic Avenue	12
Duboce Avenue	Valencia Street	8
Polk Street	Ellis Street	7

Endnotes

- ¹ 2009-2010 San Francisco Civil Grand Jury Report, Sharing the Roadway: From Confrontation to Conversation, May 2010.
- ² Gordon, Rachael, "Judge Puts City's Bicycle Plan On Hold." San Francisco Chronicle, page B-3, June 24, 2006
- ³ Letters to the Editor, San Francisco Chronicle, November 13, 2012.
- ⁴ Ibid., November 17, 2012.
- ⁵ Ibid.,
- ⁶ SFMTA 2012 State of Cycling Report,
<http://www.sfmta.com/cms/rbikes/documents/StateofCycling2012AccessibleVersion.pdf> San Francisco
- ⁷ San Francisco Board of Supervisors, File No. 101316, Resolution No. 511-10, October 21, 2010.
- ⁸ Draft SFMTA Bicycle Strategy, January 2013.
- ⁹ Corey, Canapary & Galanis, San Francisco Bicycling Study Report 2011, page 21.
- ¹⁰ Alliance for Biking & Walking, 2012 Benchmarking Report, 116.
- ¹¹ Ibid., 118.
- ¹² 2012 San Francisco State of Cycling Report, page 23.
- ¹³ Hawaii Bicycle League Website, <http://www.hbl.org/commutercycling101>.
- ¹⁴ Washington Area Bicyclist Association Website, <http://www.waba.org/education/adult.php>
- ¹⁵ Bicycle Transportation Alliance Website, <http://btaoregon.org/get-involved/walkbike-education/>
- ¹⁶ Yelp, May 9th, 2006, <http://www.yelp.com/biz/san-francisco-bicycle-coalition-san-francisco?start=40>.
- ¹⁷ San Francisco Bicycle Coalition, 2012 Street Safety Education Summary.
- ¹⁸ San Francisco Bike Coalition Website, <http://www.sfbike.org/images/safety/muni-class.jpg>.
- ¹⁹ San Francisco Bicycle Coalition, 2011 IRS Forms 990.
- ²⁰ Active Transportation Alliance, Annual Report
https://www.activetrans.org/sites/default/files/ActiveTrans_AR_FY2010-web.pdf
- ²¹ Draft SFMTA Bicycle Strategy, January 2013, page 28.
- ²² San Francisco Bike Crackdown: SFPD's Mass Ticketing of Cyclists Continues Unabated,
http://www.huffingtonpost.com/2012/05/16/san-francisco-bike-crackdown-continues_n_1519881.html.
- ²³ SFPD Roll Call Training Lesson, January 2004.
- ²⁴ <http://www.youtube.com/watch?v=xKmwKP5ZRtQ>
- ²⁵ Alliance for Biking & Walking, supra at page 96.
- ²⁶ Corey, Canapary & Galanis, San Francisco Bicycling Study Report 2011, page 113.
- ²⁷ Ibid., 83.
- ²⁸ San Francisco Superior Court Citation Data, 2010, 2011, 2012.
- ²⁹ Sharing the Roadway: From Confrontation to Conversation, 2009-2010 Civil Grand Jury Report.
- ³⁰ Corey, Canapary & Galanis, supra at page 81.
- ³¹ Ibid., 3.
- ³² Ibid., 56.
- ³³ Ibid., 49.
- ³⁴ 2010-2011 San Francisco Collisions Report, August 28, 2012, page 24.
- ³⁵ Ibid., 23.
- ³⁶ 2012 State of Cycling Report, page 25.
- ³⁷ Alliance for Biking & Walking, supra at page 30.
- ³⁸ Community Policing Transportation Safety Agreement. October 15, 2009, http://bikeportland.org/wp-content/uploads/2009/10/communitypolicingagreement_cleaned1.pdf

From: Guma, Amanda
Sent: Tuesday, June 04, 2013 11:37 AM
To: kwingerson@sfpl.org
Cc: Ng, Wilson L (BOS); Rose, Harvey
Subject: FW: Housing Authority Performance Audit Report

Hi Kate,
Attached please find our performance audit of the San Francisco Housing Authority.
Please let me know if you have any questions.
Thanks,
Amanda

Amanda Guma
Principal Analyst
Office of Budget and Legislative Analyst
San Francisco Board of Supervisors
415.553.4628

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

Performance Audit

of the

San Francisco Housing

Authority

Prepared for the

Board of Supervisors
of the City and County of San Francisco

by the

San Francisco Budget and Legislative Analyst

June 3, 2013

Board of Supervisors

From: Raul da Silva [mailto:changemail.org]
Sent: Tuesday, June 04, 2013 8:00 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,
Raul da Silva San Francisco, California

There are now 5 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

From: Aaron Christianson [mailto:changemail.org]
Sent: Tuesday, June 04, 2013 5:23 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,
Aaron Christianson San Francisco, California

There are now 4 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: I just signed "Make fiber broadband a priority for San Francisco"

From: Benjamin Kearns [mailto:mail@changemail.org]
Sent: Saturday, June 08, 2013 8:30 PM
To: Board of Supervisors
Subject: I just signed "Make fiber broadband a priority for San Francisco"

Dear San Francisco Board of Supervisors,

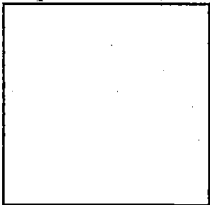
I just signed Dana S's petition "[Make fiber broadband a priority for San Francisco](#)" on Change.org.

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,
Benjamin Kearns San Francisco, California

There are now 6 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>



Library Users Association

BOS-11
page

P.O. Box 170544, San Francisco, CA 94117-0544

Tel./Fax (415) 753-2180

June 7, 2013

RECEIVED
BOARD OF SUPERVISORS
SAN FRANCISCO

2013 JUN -7 PM 4:59

Each Supervisor, and Clerk of the Board
Board of Supervisors
City Hall
San Francisco, CA
Delivered by hand

Subject: **Library's Unwarranted Cuts to Evening Hours and Book Budget Freeze**
(both related to your consideration of Budget)

Dear Supervisors and Supervisor: *Clerk of the Board (for each Supervisor)*

Despite a substantial expected increase in its budget for each of the next two years, thanks to the set-asides provided in Prop. D (2007), **San Francisco Public Library plans to drastically cut every one of 42 open evenings at the library so that every 9pm closing time would be replaced by an 8pm closure.** Eighteen branches, each open two or three evenings until 9pm, would be affected. One Saturday is also targeted for a three-hour reduction at Noe Valley.

And the Library additionally **plans to freeze the book budget,** although the overall books and materials budget is to increase.

We think this is a serious misuse of funding, particularly where the emphasis has been stated to be, and should be, books and materials, and open hours.

The library has not publicized these facts to the public fairly, never speaking or writing of cuts. Instead it has mentioned standardization and, as an example, "additions and modifications" in the verbiage of its most recent brief and questionable survey.

Please question the library about these priorities and **insist that their million-dollar-per-year "hours increase" plan do what it should, which is INCREASE hours, not decimate an entire category of hours,** hurting working families, students, and all those who need those evening and weekend hours. The library is ignoring its own surveys, which show that people strongly desire additional evening and weekend hours.

We would be glad to answer any questions you may have and can provide additional details.

Thank you.

Sincerely yours,

P. Warfield
Peter Warfield

Executive Director, Library Users Association

Janis Seeman
Janis Seeman

④

A. Alberto Castillio Abello

BOS-11
cpage

Peter Claver Community 1340 Golden Gate Avenue Unit #105 San Francisco, California 94115
Tel: Phone: 415 578-5605 E-mail: a.abello@hotmail.com

76 130595

RECEIVED
BOARD OF SUPERVISORS
SAN FRANCISCO
2013 JUN - 7 PM 3:58

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

Subject: Hearing to consider the budget eliminating and reducing of medical services provided by the Department of Public Health in the City and County of San Francisco for FY2013-2014 and FY2014-2015, pursuant to the Beilenson Act, Health and Safety Code, 1442.5(a).

Dear Board of Supervisors,

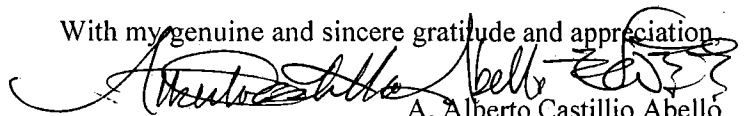
I find myself respectfully writing you this short letter in regards to the proposed reductions to health services for the fiscal years 2013-2015. I am a disabled resident of Peter Claver Community at 1340 Golden Gate Avenue since 2008 located here in San Francisco, CA. which houses 30 tenants.

As resident here at Peter Claver Community, my quality of life has improved greatly. There hasn't been a day that has passed that I am not grateful for the privilege of having the opportunity to be a resident here at Peter Claver Community. I have to give tribute my wellbeing to the staff's ability to continue to provide the highest quality of care possible for the residence. Since I am limited physically my dependency on the staff is essential, the assistance I receive keeps me healthy considering my health issues and most importantly my independence. I truly believe because of the care I receive here at Peter Claver Community, I am able to live a positive and productive lifestyle, enabling me get involved and to give back to my community.

During my stay I have seen a reduction of staff at Peter Claver Community, therefore adding additional responsibilities for the remaining staff members which also include meeting the special needs of each and every tenant. I can honestly state that the staff here is an incredible and dedicated special group of individuals none like any other. The proposed cuts for the following years 2013-2015 in my personal opinion would be harmful and possibly detrimental to our program.

In the past I have contacted the BOS regarding possible cuts to our program and have always extended a warm and open invitation to have lunch with us and meet with our community. I continue to extend the very same warm invitation today to you before deciding to uphold the proposed cuts so you can see firsthand the valuable service that is being provided here at Peter Claver Community and ask that you abstain from any decisions of making such cuts to our program.

With my genuine and sincere gratitude and appreciation,


A. Alberto Castillio Abello

V V T A L E R I N V E R T I V A T T I

5

Board of Supervisors

To: BOS-Supervisors; Young, Victor
Subject: File 130495: Pier 70 at Board of Supervisors Finance Subcommittee

From: Bruce K Huie [mailto:brucehuie@sbcglobal.net]

Sent: Tuesday, June 04, 2013 10:31 PM

To: Chiu, David; True, Judson; Stefani, Catherine; Pagoulatos, Nickolas; Pollock, Jeremy; Farrell, Mark; Avalos, John; Mar, Eric (BOS)

Cc: Board of Supervisors; Cohen, Malia; Bruss, Andrea; Hamilton, Megan; Alexandra Janos; Jack Sylvan

Subject: Pier 70 at Board of Supervisors Finance Subcommittee

I am writing to indicate my support for the Term Sheet between the Port of San Francisco and Forest City for the

development of the Pier 70 Waterfront Site. As a community member in Dogpatch, property owner in "Baja Dogpatch"

and an active neighbor, I have been working to see the revitalization of Pier 70 for many years. Over the past 2 years,

Forest City has actively engaged with the surrounding community and key stakeholders to develop a plan that revolves around the

type of uses and character that the community expressed a desire for: an active, locally-inspired waterfront with a mix of local

manufacturing, arts and cultural, neighborhood serving retail and innovation-focused uses that characterize the surrounding neighborhood.

Forest City has expanded on the Port's years of community planning in a deep and comprehensive way, attracting hundreds of people

to open houses to present the proposed vision and collect input.

The proposed vision is a fantastic framework from which to conduct the next phase of project planning and environmental review

and I hope that you will support this step so that the Port, Forest City and the community can continue moving forward this

exciting opportunity to enhance the San Francisco waterfront.

I ask for your agreement.

Regards,

Bruce Huie

Board of Supervisors

To: BOS-Supervisors; Young, Victor
Subject: File 130495: Pier 70 Term Sheet

From: Kim Metting van Rijn [mailto:kymvr@hotmail.com]

Sent: Tuesday, June 04, 2013 1:59 PM

To: True, Judson; Stefani, Catherine; Pagoulatos, Nickolas; Pollock, Jeremy; Board of Supervisors

Subject: Pier 70 Term Sheet

Supervisor David Chiu, President, Board of Supervisors
Supervisor Mark Farrell, Chair, Finance Subcommittee
Supervisor John Avalos, Member, Finance Subcommittee
Supervisor Eric Mar, Member, Finance Subcommittee
Angela Calvillo, Clerk, Board of Supervisors

**RE: Pier 70 Waterfront Site Term Sheet
Resolution #130495**

I am writing to indicate my support for the Term Sheet between the Port of San Francisco and Forest City for the development of the Pier 70 Waterfront Site.

The proposed vision is a fantastic framework from which to conduct the next phase of project planning and environmental review and I hope that you will support this step so that the Port, Forest City and the community can continue moving forward this exciting opportunity to enhance the San Francisco waterfront.

Regards,

Kim Metting van Rijn

Board of Supervisors

To: BOS-Supervisors; Young, Victor
Subject: File 130495: Letter of support Pier 70 Waterfront Term Sheet
Attachments: Pier70_Support.pdf

From: Susan Eslick [<mailto:eslickdesigns@mindspring.com>]
Sent: Monday, June 03, 2013 8:09 PM
To: Board of Supervisors
Subject: Letter of support Pier 70 Waterfront Term Sheet

Please find attached my letter of support.

susan

susan eslick design direct consult
1129 tennessee st
san francisco, ca 94107
415.297.1116
susaneslick.com



susan eslick
design • direct • consult

June 3, 2013

Supervisor David Chiu, President, Board of Supervisors
Supervisor Mark Farrell, Chair, Finance Subcommittee
Supervisor John Avalos, Member, Finance Subcommittee
Supervisor Eric Mar, Member, Finance Subcommittee
Angela Calvillo, Clerk, Board of Supervisors

**RE: Pier 70 Waterfront Site Term Sheet
Resolution #130495**

Dear Supervisors,

I am writing to express my support for the Term Sheet between the Port of San Francisco and Forest City for the development of the Pier 70 Waterfront Site. As a longtime member of the Central Waterfront Advisory Group and the Dogpatch Neighborhood Association, I've been working to see the revitalization of Pier 70 for many years, including the crafting of the Port's 2010 Master Plan that led to the RFP and competitive selection of Forest City as the development partner for the site.

Over the past 2 years, Forest City has actively engaged with our community and key stakeholders to develop a plan that revolves around the type of uses and character that the community expressed a desire for: an active, locally-inspired waterfront with a mix of local manufacturing, arts and cultural, and neighborhood serving retail that characterize the surrounding neighborhood.

The proposed vision is a fantastic framework from which to conduct the next phase of project planning and environmental review. I hope you will support this step so that the Port, Forest City and the community can continue moving forward this exciting opportunity to enhance the San Francisco waterfront.

Regards,

Susan Eslick

Board of Supervisors

To: BOS-Supervisors
Subject: 25 more people signed: M Todd, barara austin...

From: Kevin Sniecinski [mailto:mail@changemail.org]
Sent: Sunday, June 09, 2013 12:32 PM
To: Board of Supervisors
Subject: 25 more people signed: M Todd, barara austin...

25 people recently add their names to Vibrant Castro Neighborhood Alliance's petition "San Francisco Board of Supervisors 2013: Oppose Supervisor Scott Wiener for 2013 Board President & Committee Chairs". That means more than 500 people have signed on.

There are now 375 signatures on this petition. Read reasons why people are signing, and respond to Vibrant Castro Neighborhood Alliance by clicking here:

<http://www.change.org/petitions/san-francisco-board-of-supervisors-2013-oppose-supervisor-scott-wiener-for-2013-board-president-committee-chairs?response=7a9f431ff527>

Dear San Francisco Board of Supervisors 2013,

Oppose Supervisor Scott Wiener for 2013 Board President & Committee Chairs

Sincerely,

351. M Todd San Francisco, California
352. barara austin San Francisco, California
353. daniel brookshire Austin, Texas
354. Vaughn Shields San Francisco, California
355. Diana Scott San Francisco, California
356. Jake Barlow San Francisco, California
357. Alma SMITH San Diego, California
358. Ralph Eschenbach Woodside, California
359. gypsy taub Berkeley, California
360. David Bisho San Francisco, California
361. Roland Salvato San Francisco, California
362. Maria Morales sn francisco, California
363. Marianne Clark San Francisco, California
364. Nancy Otto San Francisco, California
365. Mitchell Aidelbaum SAN FRANCISCO, California
366. Gary Peters E. Liverpool, Ohio
367. Jared Goldstein San Francisco, California
368. elizabeth deyoung san francisco, California
369. Paul Yett San Francisco, California
370. Laura Saxon morriston, Florida
371. Daniel KIdwell Randolph, Massachusetts
372. shaun osburn San Francisco, California
373. Trey Allen San Francisco, California
374. fletcher chamley san francisco, California
375. Kevin Sniecinski San Francisco, California

Board of Supervisors

Subject: 10 new signers: Daniel Kldwell, shaun osburn...

From: Mark Calkins [mailto:mail@changemail.org]

Sent: Sunday, June 09, 2013 12:43 PM

To: Board of Supervisors

Subject: 10 new signers: Daniel Kldwell, shaun osburn...

10 new people recently signed Vibrant Castro Neighborhood Alliance's petition "San Francisco Board of Supervisors 2013: Oppose Supervisor Scott Wiener for 2013 Board President & Committee Chairs" on Change.org.

There are now 380 signatures on this petition. Read reasons why people are signing, and respond to Vibrant Castro Neighborhood Alliance by clicking here:

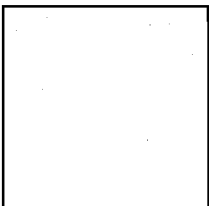
<http://www.change.org/petitions/san-francisco-board-of-supervisors-2013-oppose-supervisor-scott-wiener-for-2013-board-president-committee-chairs?response=7a9f431ff527>

Dear San Francisco Board of Supervisors 2013,

Oppose Supervisor Scott Wiener for 2013 Board President & Committee Chairs

Sincerely,

- 371. Daniel Kldwell Randolph, Massachusetts
- 372. shaun osburn San Francisco, California
- 373. Trey Allen San Francisco, California
- 374. fletcher chamley san francisco, California
- 375. Kevin Sniecinski San Francisco, California
- 376. brian entler san francisco, California
- 377. kevin pankonin CA, California
- 378. Robbie Sweeny San Francisco, California
- 379. tino rodriguez san francisco, California
- 380. Mark Calkins San Francisco, California



Board of Supervisors

From: David Zeeman [mailto:changemail.org]
Sent: Sunday, June 09, 2013 1:04 PM
To: Board of Supervisors
Subject: 10 new signers: tino rodriguez, Mark Calkins...

10 new people recently signed Vibrant Castro Neighborhood Alliance's petition "[San Francisco Board of Supervisors 2013: Oppose Supervisor Scott Wiener for 2013 Board President & Committee Chairs](#)" on Change.org.

There are now 390 signatures on this petition. Read reasons why people are signing, and respond to Vibrant Castro Neighborhood Alliance by clicking here:
<http://www.change.org/petitions/san-francisco-board-of-supervisors-2013-oppose-supervisor-scott-wiener-for-2013-board-president-committee-chairs?response=7a9f431ff527>

Dear San Francisco Board of Supervisors 2013,

Oppose Supervisor Scott Wiener for 2013 Board President & Committee Chairs

Sincerely,

- 379. tino rodriguez san francisco, California
- 380. Mark Calkins San Francisco, California
- 381. Steven LeMay San Francisco, California
- 382. Curtis Gammill San Francisco, California
- 383. Kevin Perry San Francisco, California
- 384. Xavier Melendez San Francisco, California
- 385. John Koch San Francisco, California
- 386. jason kendig san francisco, California
- 387. Veronica Gilbert San Francisco, California
- 388. Chris Bolton San Francisc, California



Board of Supervisors

Subject: FW: 10 new signers: Catyanna Pfeiffer, C-Word Rogers...

From: trent miller [<mailto:mail@changemail.org>]
Sent: Sunday, June 09, 2013 1:34 PM
To: Board of Supervisors
Subject: 10 new signers: Catyanna Pfeiffer, C-Word Rogers...

10 new people recently signed Vibrant Castro Neighborhood Alliance's petition "[San Francisco Board of Supervisors 2013: Oppose Supervisor Scott Wiener for 2013 Board President & Committee Chairs](#)" on Change.org.

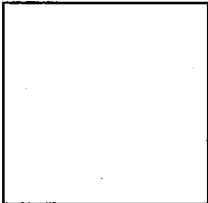
There are now 400 signatures on this petition. Read reasons why people are signing, and respond to Vibrant Castro Neighborhood Alliance by clicking here:
<http://www.change.org/petitions/san-francisco-board-of-supervisors-2013-oppose-supervisor-scott-wiener-for-2013-board-president-committee-chairs?response=7a9f431ff527>

Dear San Francisco Board of Supervisors 2013,

Oppose Supervisor Scott Wiener for 2013 Board President & Committee Chairs

Sincerely,

391. Catyanna Pfeiffer San Francisco, California
392. C-Word Rogers San Francisco, California
393. Cole Church San Francisco, California
394. Lizette Gutierrez Oakland , California
395. Holiday O'Hara San Francisco, California
396. Melisa Martinez San Leandro, California
397. Denney Cardott Oakland, California
398. Daniel Filipkowski San Francisco, California
399. Sean Lackey San Francisco, California
400. trent miller San Francisco, California



Board of Supervisors

Subject: FW: 10 new signers: Trevor Wisnieski, Johanna Breyer...

From: Beau-Robert Metcalfe [mailto:mail@changemail.org]
Sent: Sunday, June 09, 2013 1:52 PM
To: Board of Supervisors
Subject: 10 new signers: Trevor Wisnieski, Johanna Breyer...

10 new people recently signed Vibrant Castro Neighborhood Alliance's petition "San Francisco Board of Supervisors 2013: Oppose Supervisor Scott Wiener for 2013 Board President & Committee Chairs" on Change.org.

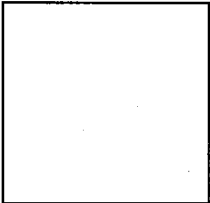
There are now 410 signatures on this petition. Read reasons why people are signing, and respond to Vibrant Castro Neighborhood Alliance by clicking here:
<http://www.change.org/petitions/san-francisco-board-of-supervisors-2013-oppose-supervisor-scott-wiener-for-2013-board-president-committee-chairs?response=7a9f431ff527>

Dear San Francisco Board of Supervisors 2013,

Oppose Supervisor Scott Wiener for 2013 Board President & Committee Chairs

Sincerely,

401. Trevor Wisnieski San Francisco, California
402. Johanna Breyer San Francisco, California
403. Stephen Torres San Francisco, California
404. Justin Price San Francisco, California
405. Kari Nelson San Francisco, California
406. J Stone California, California
407. Anca Botez San Francisco, California
408. Casey Robinson San Francisco, California
409. Salvador Meza San Francisco, California
410. Beau-Robert Metcalfe San Francisco, California



Board of Supervisors

From: Deborah Gerson [mailto:changemail.org]
Sent: Sunday, June 09, 2013 2:14 PM
To: Board of Supervisors
Subject: 10 new signers: Ian Schreier, Miranda McLaughlin...

10 new people recently signed Vibrant Castro Neighborhood Alliance's petition "[San Francisco Board of Supervisors 2013: Oppose Supervisor Scott Wiener for 2013 Board President & Committee Chairs](#)" on Change.org.

There are now 420 signatures on this petition. Read reasons why people are signing, and respond to Vibrant Castro Neighborhood Alliance by clicking here:
<http://www.change.org/petitions/san-francisco-board-of-supervisors-2013-oppose-supervisor-scott-wiener-for-2013-board-president-committee-chairs?response=7a9f431ff527>

Dear San Francisco Board of Supervisors 2013,

Oppose Supervisor Scott Wiener for 2013 Board President & Committee Chairs

Sincerely,

- 411. Ian Schreier San Francisco, California
- 412. Miranda McLaughlin San Francisco, California
- 413. Susan Churchill San Mateo, California
- 414. Charles Galindo San Francisco, California
- 415. Darrin Goodness San Francisco , California
- 416. David Curiel San Francisco, California
- 417. Loren Mindell San Francisco, California
- 418. Steven Trull San Francisco, California
- 419. Carmen Simon San Francisco, California
- 420. Deborah Gerson San Francisco, California



Board of Supervisors

From: douglas benner [mailto:changemail.org]
Sent: Sunday, June 09, 2013 2:29 PM
To: Board of Supervisors
Subject: 25 more people signed: Trevor Wisnieski, Johanna Breyer...

25 people recently add their names to Vibrant Castro Neighborhood Alliance's petition "[San Francisco Board of Supervisors 2013: Oppose Supervisor Scott Wiener for 2013 Board President & Committee Chairs](#)". That means more than 500 people have signed on.

There are now 425 signatures on this petition. Read reasons why people are signing, and respond to Vibrant Castro Neighborhood Alliance by clicking here:

<http://www.change.org/petitions/san-francisco-board-of-supervisors-2013-oppose-supervisor-scott-wiener-for-2013-board-president-committee-chairs?response=7a9f431ff527>

Dear San Francisco Board of Supervisors 2013,

Oppose Supervisor Scott Wiener for 2013 Board President & Committee Chairs

Sincerely,

401. Trevor Wisnieski San Francisco, California
402. Johanna Breyer San Francisco, California
403. Stephen Torres San Francisco, California
404. Justin Price San Francisco, California
405. Kari Nelson San Francisco, California
406. J Stone California, California
407. Anca Botez San Francisco, California
408. Casey Robinson San Francisco, California
409. Salvador Meza San Francisco, California
410. Beau-Robert Metcalfe San Francisco, California
411. Ian Schreier San Francisco, California
412. Miranda McLaughlin San Francisco, California
413. Susan Churchill San Mateo, California
414. Charles Galindo San Francisco, California
415. Darrin Goodness San Francisco , California
416. David Curiel San Francisco, California
417. Loren Mindell San Francisco, California
418. Steven Trull San Francisco, California
419. Carmen Simon San Francisco, California
420. Deborah Gerson San Francisco, California
421. Abdul-Latif Islam Sf, California
422. Thomas Reddy San Francisco, California
423. Jessica Abramson Foster City, California
424. Jacob Kanduch San Francisco, California
425. douglas benner san francisco, California



Board of Supervisors

From: Owen Morse [mailto:changemail.org]
Sent: Sunday, June 09, 2013 2:40 PM
To: Board of Supervisors
Subject: 10 new signers: Abdul-Latif Islam, Thomas Reddy...

10 new people recently signed Vibrant Castro Neighborhood Alliance's petition "[San Francisco Board of Supervisors 2013: Oppose Supervisor Scott Wiener for 2013 Board President & Committee Chairs](#)" on Change.org.

There are now 430 signatures on this petition. Read reasons why people are signing, and respond to Vibrant Castro Neighborhood Alliance by clicking here:
<http://www.change.org/petitions/san-francisco-board-of-supervisors-2013-oppose-supervisor-scott-wiener-for-2013-board-president-committee-chairs?response=7a9f431ff527>

Dear San Francisco Board of Supervisors 2013,

Oppose Supervisor Scott Wiener for 2013 Board President & Committee Chairs

Sincerely,

- 421. Abdul-Latif Islam Sf, California
- 422. Thomas Reddy San Francisco, California
- 423. Jessica Abramson Foster City, California
- 424. Jacob Kanduch San Francisco, California
- 425. douglas benner san francisco, California
- 426. michael regalbuto san Francisco, California
- 427. Denise Latka San Francisco, California
- 428. David Sternesky San Francisco, California
- 429. Gingo Dingo San Francisco, California
- 430. Owen Morse San Francisco, California



Board of Supervisors

From: Carl Cordell [mailto:changemail.org]
Sent: Sunday, June 09, 2013 2:47 PM
To: Board of Supervisors
Subject: 10 new signers: Abdul-Latif Islam, Thomas Reddy...

10 new people recently signed Vibrant Castro Neighborhood Alliance's petition "[San Francisco Board of Supervisors 2013: Oppose Supervisor Scott Wiener for 2013 Board President & Committee Chairs](#)" on Change.org.

There are now 430 signatures on this petition. Read reasons why people are signing, and respond to Vibrant Castro Neighborhood Alliance by clicking here:
<http://www.change.org/petitions/san-francisco-board-of-supervisors-2013-oppose-supervisor-scott-wiener-for-2013-board-president-committee-chairs?response=7a9f431ff527>

Dear San Francisco Board of Supervisors 2013,

Oppose Supervisor Scott Wiener for 2013 Board President & Committee Chairs

Sincerely,

- 421. Abdul-Latif Islam Sf, California
- 422. Thomas Reddy San Francisco, California
- 423. Jessica Abramson Foster City, California
- 424. Jacob Kanduch San Francisco, California
- 425. douglas benner san francisco, California
- 426. michael regalbuto san Francisco, California
- 427. Denise Latka San Francisco, California
- 428. David Sternesky San Francisco, California
- 430. Owen Morse San Francisco, California
- 430. Carl Cordell San Francisco, California



Board of Supervisors

From: Henry Mach [mailto:changemail.org]
Sent: Sunday, June 09, 2013 5:04 PM
To: Board of Supervisors
Subject: 10 new signers: Roy Alexander, Graciano Avalos...

10 new people recently signed Vibrant Castro Neighborhood Alliance's petition "[San Francisco Board of Supervisors 2013: Oppose Supervisor Scott Wiener for 2013 Board President & Committee Chairs](#)" on Change.org.

There are now 440 signatures on this petition. Read reasons why people are signing, and respond to Vibrant Castro Neighborhood Alliance by clicking here:
<http://www.change.org/petitions/san-francisco-board-of-supervisors-2013-oppose-supervisor-scott-wiener-for-2013-board-president-committee-chairs?response=7a9f431ff527>

Dear San Francisco Board of Supervisors 2013,

Oppose Supervisor Scott Wiener for 2013 Board President & Committee Chairs

Sincerely,

- 431. Roy Alexander San Francisco, California
- 432. Graciano Avalos San Francisco, California
- 433. Mark Flowers San Francisco, California
- 434. danielle mcvey san francisco , California
- 435. Scott Simono San Francisco, California
- 436. jeremy valencia san francisco, California
- 437. Christopher Woodson San Francisco, California
- 438. Reed McDonough Brooklyn, New York
- 439. Lee Hepner San Francisco, California
- 440. Henry Mach San Francisco, California



Board of Supervisors

From: ROBERT Wehman [mailto:changemail.org]
Sent: Monday, June 10, 2013 10:07 AM
To: Board of Supervisors
Subject: 10 new signers: Aaron Dillard, mike boul...

10 new people recently signed Vibrant Castro Neighborhood Alliance's petition "[San Francisco Board of Supervisors 2013: Oppose Supervisor Scott Wiener for 2013 Board President & Committee Chairs](#)" on Change.org.

There are now 450 signatures on this petition. Read reasons why people are signing, and respond to Vibrant Castro Neighborhood Alliance by clicking here:
<http://www.change.org/petitions/san-francisco-board-of-supervisors-2013-oppose-supervisor-scott-wiener-for-2013-board-president-committee-chairs?response=7a9f431ff527>

Dear San Francisco Board of Supervisors 2013,

Oppose Supervisor Scott Wiener for 2013 Board President & Committee Chairs

Sincerely,

- 441. Aaron Dillard San Francisco, California
- 442. mike boul San Francisco, California
- 443. Lauren Errea San Francisco, California
- 444. Zoë Leverant San Francisco, California
- 445. Jericha Senyak San Francisco, California
- 446. Christopher Altman San Francisco, California
- 447. j b San Francisco, California
- 449. John Iversen Berkeley, California
- 449. Sarah Patten San Francisco, California
- 450. ROBERT Wehman San Francisco, California



Board of Supervisors

To: BOS-Supervisors; BOS-Legislative Aides
Subject: Bribery and Graft Department (Parking)

From: randolph badler [mailto:rbadlerphd@comcast.net]

Sent: Saturday, June 08, 2013 1:12 PM

To: Board of Supervisors

Subject: Bribery and Graft Department (Parking)

Excuse my subject title, however, I was just trying to get your attention!!!

I have two specific issues and one general one.

First, why is the Argonaut Hotel at 495 Jefferson (Hyde) allowed to use the 2/3 of the white zone on the East side of Hyde AS WELL AS 3-4 spaces in front of their hotel? I could understand that while the construction was going on Jefferson, that they needed a loading zone, but why were they then allowed to park cars overnight on Hyde south of that temporary loading zone, and why now are they retaining those permanent parking spaces for the hotel when their loading zone on Jefferson is now available? Is there a payoff taking place? What other hotel in the city is given so many spaces of prime parking, and probably not even paying for it??!! Any driver is supposed to be able to park on Hyde from 4 pm - 10am the next day.

(This is my general issue--- I sent this to Eric Mar, my representative, and still have not heard????) My neighbors and I are becoming increasingly frustrated as we try to find parking in this city and observe countless vacant No Parking - Construction spaces. We understand if the workers have left briefly and are coming back. However, it is often the case that a sign will indicate no parking until 5 or 6 pm and all the workers have left by 3 or 4 pm. Yesterday, I circled my work and residence neighborhoods and noticed 10 vacant spots where "No Parking - Construction" had been posted. This is unacceptable. Signs need to be created so that construction companies indicate when they have left for the day. I believe that they should be fined if they are not using a space for a significant amount of time and they have not shown that they are gone for the day.

An example of this sort of abuse took place yesterday on Webster, between Bush and California streets. The construction company had signs up prohibiting parking during the day and never showed up! thus preventing parking on 2 full blocks from about 8-5. This is egregious and unconscionable. Do something to stop this abuse of the construction parking permits.

Thank you,
Dr. Badler

R. Badler, Ph. D.
Clinical Psychologist
1902 Webster St. Suite One
San Francisco, CA 94115
(415) 567-2292
rbadlerphd@comcast.net

(Please note that I am not always available by email. If it is urgent that I receive your message within 2 hours, call the above number in addition to sending an email.)

Board of Supervisors

To: BOS-Supervisors
Subject: Why SFMTA has stopped the sale of taxi medallions

From: AT&T Online Services [<mailto:samoyed1989@yahoo.com>]

Sent: Monday, June 03, 2013 12:39 PM

To: Michael- Inna's Worker; Inna Novik; Tom Scog; TOM Pitts-CW Dispatcher; Mark Gruberg; Ivanka A. Trump; Iosif Basis; Bill Funcannon; Jamshid E. Khajvandi; Nolan Apostle; June L. Bollier; Cheryl F. Boyd; Royal Taxi; Keith R. Raskin; Lee, Mayor; Shawn Nguyen - De 1407; <mailto:Edwin> Santiago; Lonnie Pasquini #1300; Edward Moisant; Sa Ary (Yellow Cab 9037); Sf Taxi Cab Talk; Marcelo Fonseca #1389; Board of Supervisors

Subject: Why SFMTA has stopped the sale of taxi medallions

To All Concerned:

The reason why SFMTA has stopped the sale of Taxi Medallions is, because drivers in order to get cheaper financing for the purchase of a loan for a medallion were getting the loans out of New York. The interest on the loan out of New York was about 3.5%, compared to the SF Credit Union charging close to 6%. What SFMTA is doing by freezing the medallion loan sales is illegal, & we must put a stop to it. SFMTA does not like drivers getting cheaper loans, because SFMTA gets a cut of the medallion loans interest through SF Credit Union. A person has every right to get a loan from whatever bank they can qualify with to finance something. SFMTA is nothing but a criminal enterprise, & must be destroyed legally. from Yahoo! Mail on Android

Thank you, & have a nice day,
Sid Castro

Board of Supervisors

To: BOS-Supervisors; Evans, Derek
Subject: File 130307: Liquor License Transfer 1552 Polk

From: Marvis Phillips [<mailto:marvisphillips@gmail.com>]

Sent: Monday, June 03, 2013 6:58 PM

To: Board of Supervisors

Cc: Campos, David; Mar, Eric (BOS); Yee, Norman (BOS)

Subject: Liquor License Transfer 1552 Polk

Dear Neighborhood Services and Safety Committee Members:

A few months ago, you approved a PCN for CVS Pharmacy at 1049 Hyde Street which included a transfer of a liquor license from 1552 Polk Street as part of a community agreement with Lower Polk neighbors. That agreement was to eliminate a liquor offsale license from the Polk Street Corridor. Now, on June 6th, here comes a NEW liquor license for 1552 Polk (Item 3, File #130307). This license would transfer into the Polk Street Corridor neighborhood a Type 20 offsale beer and wine license, and create the problem all over again. We therefore encourage you to vote "No" on this transfer, and keep the area safer.

Sincerely,

Marvis J. Phillips
Public Safety Chair,
Alliance for a Better District 6
29-year Tenderloin Community Watch Block Captain

Board of Supervisors

To: BOS-Supervisors; Young, Victor
Subject: June 4 Supervisors Board meeting on city budget

From: Judy Robinson [mailto:judyrobo@pacbell.net]
Sent: Monday, June 03, 2013 1:08 PM
To: Chiu, David
Cc: Board of Supervisors; Lee, Mayor
Subject: June 4 Supervisors Board meeting on city budget

*Judith Robinson
562 B Lombard Street
San Francisco, California 94133-7057
415 788 9112*

23 June, 2013

TO: Supervisor David Chiu via e-mail: David.Chiu@sfgov.org
President, S. F. Board of Supervisors
FROM: Judith Robinson
RE: Board meeting, June 4 - budget agenda, MUNI and subway deficit, adverse impacts

I wish to reiterate opposition to the Central Subway and specifically the proposal to extend digging and construction sites to the Pagoda Theater location opposite Washington Square in North Beach.

The enormous anticipated city budget shortfall reinforces the huge wastefulness of the Central Subway, expected to have a \$422 million deficit by 2018. Funds can be much better allocated to improving the existing MUNI system.

The deficits further reinforce the stupidity of spending an additional \$70 million (possibly more) to dig a tunnel to North Beach and locate construction equipment on the site of the Pagoda Theater.

Please vote against further subway expenditures and especially the Pagoda construction option.

Thank you for considering these views.

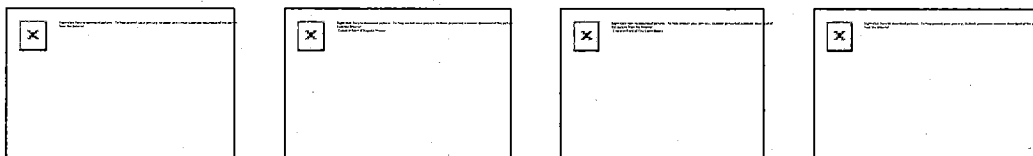
cc: The Honorable Ed Lee, Mayor
Board of Supervisors
Telegraph Hill Dwellers
No North Beach Dig

Board of Supervisors

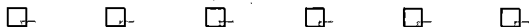
From: Lee Goodin [lgoodin1@mindspring.com]
Sent: Saturday, June 08, 2013 9:14 PM
To: Board of Supervisors; Chiu, David; Campos, David; Mar, Eric (BOS); Avalos, John; Cohen, Malia; Farrell, Mark; Kim, Jane; Tang, Katy; Wiener, Scott; Yee, Norman (BOS); Breed, London
Cc: Lance Carnes; Cautn1@aol.com; WongAIA; Marc Bruno; CW Nevius; matierandross; aaron.peskin; Paul Page; joanwood; cityinsider; Julie Christensen; Junefraps; Will Kane
Subject: Fw: UPDATE: CENTRAL SUBWAY DEFICITS--- and 2nd Mock Funeral for Pagoda Theater
Attachments: BUDGET-CONTRACTS LIST 6-13 Copy of XI0000042 CCCCCCCCCC.xls; BUDGET-ONE PAGE 4-22-13 IDR#2013-150 BBBB BBBB.pdf

You have been informed. CCC.

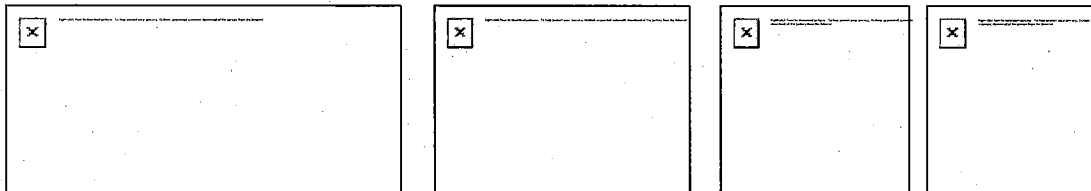
From: WongAIA@aol.com
Sent: Saturday, June 08, 2013 5:59 PM
To: wongAIA@aol.com
Subject: UPDATE: CENTRAL SUBWAY DEFICITS--- and 2nd Mock Funeral for Pagoda Theater



JOIN the Mock Funeral for Pagoda Theater, Friday, June 14, 5 pm at Columbus/ Filbert.
[http://www.nonorthbeachdig.org/WhatYouCanDo.html#Friday.2C June 14 5 p.m.: Mock Funeral for Pagoda Palace Theater](http://www.nonorthbeachdig.org/WhatYouCanDo.html#Friday.2C%20June%2014%205%20p.m.:%20Mock%20Funeral%20for%20Pagoda%20Palace%20Theater)



**CENTRAL SUBWAY: DRAINING \$\$\$ FROM CITYWIDE MUNI TRANSIT
BETTER TO REVITALIZE MUNI, JOBS AND NEIGHBORHOODS THROUGHOUT SAN FRANCISCO**



UPDATE: CENTRAL SUBWAY OVERBUDGET & CONCEALMENT

Known since October 2012, schedule and cost problems have been concealed---to evade scrutiny of budget hearings, to take \$9 million+ from Muni operating funds for the Pagoda Theater site, to waste \$70 million for an empty northern tunnel and to force taxpayers into future debt load.

EXAMINER: "Central Subway report details lack of time, money contingencies"
<http://www.sfexaminer.com/local/transportation/2013/05/central-subway-report-details-lack-time-money-contingencies>

A recent report by a federally placed overseer monitoring the \$1.6 billion Central Subway project laments that the controversial line is at risk of falling significantly below Federal Transportation Administration minimums for both time and money contingencies. The minimum cost contingency the FTA will allow for the project is \$160 million. The Central Subway, however, appears poised to drop nearly \$100 million below that figure. The lowest of three bids received for "station and systems/trackwork" came in \$90 million to \$120 million more than anticipated. "If awarded, project cost contingency will fall to approximately \$65 million, which is significantly below the required level," notes the report.

PMOC MINI-MONTHLY REPORT: The independent Project Management Oversight Consultant's report reveals schedule and cost problems---hidden since October 2012.

[http://nonorthbeachdig.org/docs/sfmta/MD%20156 SFMTA Mini%20MR 0413/MD%20156 SFMTA Mini%20MR 0413.pdf](http://nonorthbeachdig.org/docs/sfmta/MD%20156%20SFMTA%20Mini%20MR%200413/MD%20156%20SFMTA%20Mini%20MR%200413.pdf)

The CSP [Central Subway Project] is planning to submit justification to decrease the minimum schedule contingency based on risk. The PMOC has been requesting justification for the reduction in schedule contingency and/or a Recovery schedule for the CSP since October 2012. The PMOC, FTA, Region IX and the FTA Headquarters are concerned that it has taken the CSP so long to address the serious deficiency."

CHRONICLE: "Central Subway pushing the limit?"
<http://blog.sfgate.com/cityinsider/2013/05/21/central-subway-pushing-the-limit/>

Critics with Save Muni, a group that opposes the subway, contend the report supports their argument that the subway will have huge cost overruns that will have to be paid from Muni operating funds, delivering service cuts.

EXAMINER: "SFMTA approves Central Subway contract with Tutor Perini despite concerns"
<http://www.sfexaminer.com/local/development/2013/05/sfmta-approves-central-subway-contract-tutor-perini-despite-concerns>

EXAMINER: "With little wiggle room, Muni trusting controversial contractor for Central Subway work"
<http://www.sfexaminer.com/local/development/2013/05/little-wiggle-room-muni-trusting-controversial-contractor-central-subway-w>

WALL STREET JOURNAL: "Subway Project Drills Down on Costs" [For Subscribers]
<http://online.wsj.com/article/SB10001424127887324216004578480973906015056.html#articleTabs%3Darticle>

Cost remains one of the biggest issues. The \$1.6 billion price tag is far above a \$647 million estimate from 2001. Last month, the low bid to build the stations and tracks came in \$90 million to \$120 million higher than the MTA's estimate. At the same time, concerns emerged that a complicated plan to pull tunnel-boring machines out of the ground in North Beach could cost more than anticipated. It isn't unusual for large public works projects to go over budget. An oft-cited 2003 study by Oxford University professor Bent Flyvbjerg found that on average, rail projects went over budget by 45%, with bridge and tunnels over by 34%. And a 2009 Federal Transit Administration risk assessment calculated that the Central Subway had a 30% chance of coming in within the \$1.6 billion budget.

SF WEEKLY: "Muni Presents Hideous Numbers at Transit Hearing"
<http://blogs.sfweekly.com/thesnitch/2013/05/muni.php>

It warrants mentioning that the nascent Central Subway is currently pegged to eat \$15.2 million [annually] from the agency's Operation and Maintenance budget -- and any cost overruns for the \$1.6 billion endeavor will be bled from local funds that could otherwise make vehicles go or fix them up.

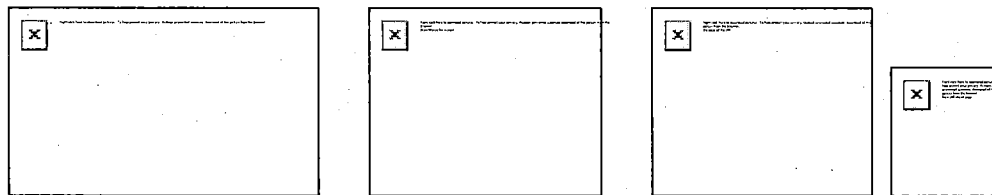
CHRONICLE: Editorial, "SF's good times budget" (For Subscribers)
<http://www.sfchronicle.com/opinion/editorials/article/S-F-s-good-times-budget-4570305.php>

One prime example is Muni, whose failing performance was documented in a city hearing just days before the mayor's budget was released. Its on-time performance is 58.7 percent, far below the voter-endorsed goal of 85 percent. In a city where driving, parking and buying gas should push people on the bus, the opposite is happening. Muni has fewer riders now than it did a decade ago, the only major transit agency to lose customers among the nation's top six transit districts.

Below: The updated budget analysis reveals even larger cost overruns. Instead of cutting Central Subway costs, SFMTA's misguided reaction has been more Muni service cuts, missed runs, switchbacks, "holiday" schedules, increased fares/ fees/ fines/ meters and a 2014 Bond Measure that diverts funds to the Central Subway. Instead, a first step is to save \$80 million by deleting the empty tunnels from Chinatown to North Beach and the wasteful Pagoda Theater site.

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SaveMuni.com: Budget Update, June 6, 2013



CENTRAL SUBWAY OVERBUDGET: FISCAL CRISIS CONCEALED

Without the sunshine of independent audits, huge cost overruns for the Central Subway Project are being concealed---to force city officials and taxpayers into future debt load.

According to the San Francisco Municipal Transportation Agency (SFMTA), all project contracts have been awarded or bid. Based on available data, contingency funds are now at insufficient levels or gone altogether---even before major construction begins for tunneling and deep excavations:

CENTRAL SUBWAY BUDGET ANALYSIS
 UPDATED JUNE 6, 2013

Construction Contracts	\$ 1,099,856,904
---Contract Modifications	\$ 3,758,326
Systems and Other Construction	\$???
Design and Management Contracts	\$ 299,968,229
---Contract Modifications	???
City Design and Management	\$ 61,600,131
Land Acquisition	\$ 37,398,029
Vehicles (4)	\$ 26,385,653
Miscellaneous & Contract Additions	\$???
Contingency Funds <i>(only 3% or less)</i>	Ranges from \$ 0 -- \$ 49,332,728
Total Project Funds---Original	\$ 1,578,300,000

POSSIBLE BUDGET CUTS

Federal Sequester Cuts in 2013	(-\$ 7,700,000)
Federal Sequester Cuts in 2014	(-\$???)
State Funding Cuts (HSR Litigation)	(-\$ 61,300,000)

• **ATTACHED: Total Project Budget and Contracts List**

- PMOC reports a \$65 million contingency or only 4% of the project budget.
- But contingency Funds are likely 3% or less---when 20% is a prudent norm.
- The largest construction contract has been awarded for \$840,166,400---\$120 million overbudget.
- The largest construction contract's low bidder, Tutor Perini (Tutor Saliba) uses aggressive change orders. <http://www.sfgate.com/bayarea/article/Low-bid-on-subway-station-could-cost-SF-3780385.php>
- Major construction with deep tunneling and deep excavations has not yet started.
- Deep tunneling and deep excavations have high risks---exemplified by the FTA's warnings, few bidders and many examples of tunnel/ building collapses.

- ★ In 2009, the Federal Transit Administration (FTA) recommended a 20% contingency of \$330,000,000.
- ★ In 2009, the FTA projected a cost of \$2,000,000,000 at 80th percentile confidence---equal to a 27% contingency of \$421,700,000.
- ★ In the independent CGR Management Consultants Report, Muni's major projects have exceeded budgets by an average of 39%. For the Central Subway, 39% equals a contingency of \$615,500,000.

- Federal Sequester cuts in 2013 eliminated \$7,700,000 from Central Subway Project <http://www.sfgate.com/nation/article/Gridlock-means-U-S-spending-cuts-hit-home-4322132.php>
- Litigation regarding State High Speed Rail Funds may eliminate \$61,300,000 from the Central Subway <http://www.examiner.com/article/former-chairman-declares-train-project-violates-the-law>

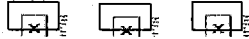
The Central Subway will go overbudget by hundreds of millions of dollars.

COST OVERRUNS OF \$400,000,000 OR MORE HAVE HIGH PROBABILITY.

Without independent audits, hundreds of millions of dollars of cost overruns are being concealed---to force city officials and taxpayers into future debt load.

- Partial audits have already uncovered illegal expenses by consultants: <http://blog.sfgate.com/cityinsider/2013/05/02/central-subway-consultants-overbill-336000-including-cakes-parking-ticket/>
- Audits are needed on subcontracts, soft costs (currently 23% of project cost), expenditures by city staff/ agencies and overhead rates (as high as 311%) taken by managers throughout SFMTA.
- SFMTA and city agencies are milking the Central Subway's budget for wages---at the expense of project contingency funds.
- Audits are needed on siphoning other projects' funding and appropriations.
- Investigations are needed on SFMTA's stealth plans for milking bond measures.

MUNI SERVICE CUTS FOR YEARS TO COME

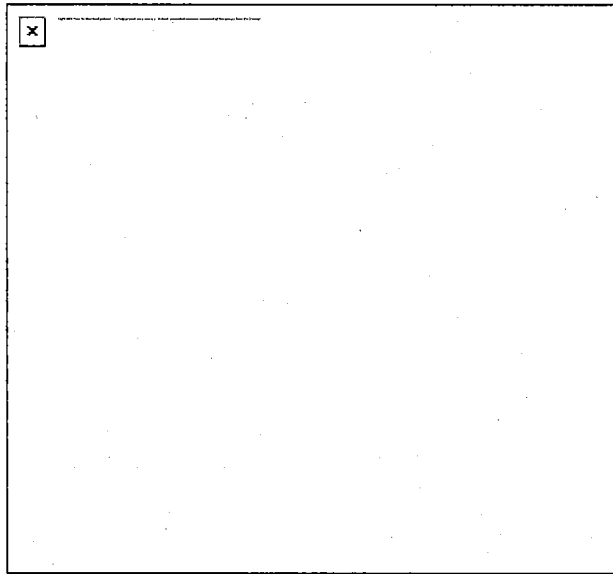


The Central Subway will absorb most of San Francisco's transportation capital budget for years to come, sacrificing essential transit projects. As required by the FTA, San Francisco's taxpayers will pay for all project cost overruns---with decreased Muni operating funds and service cuts.

- Cost overruns do not include the unnecessary Pagoda Theater Project, which is also going overbudget, taking at least \$9.15 million from Muni operating reserves.
- SFMTA can save up to \$80 million by burying, dismantling or extracting tunnel boring machines in Chinatown (like New York, Chunnel, Brisbane...) and deleting the empty 2,000 foot tunnels from Chinatown to Washington Square.
- These cost overruns are stunning, since the Central Subway's budget has already increased from \$647 million to \$1.578 billion since 2003.
- Moreover, design cuts have reduced quality, shortened station platforms to maximum 2-car lengths (forever limiting passenger capacity), eliminated moving sidewalks, reduced fire exit paths....

Central Subway Has Already Cut Muni Service: To get local matching funds, the Central Subway has drained Muni's operating/ maintenance funds---causing service cuts, route eliminations, deferred maintenance, crumbling infrastructure, missed runs, switchbacks, short "holiday" schedules, increased fares/ fees/ fines/ meters....

- In 2007, the new T-Line (*Central Subway Phase 1*) eliminated the 15-Kearny Bus/ 20 Columbus Bus and cut hours for the 41-Union Bus.
- In 2009-10, budget deficits led to 15%+ service cuts, including 6 discontinued routes, 16 shortened routes and reduced operating hours on 22 additional routes.
- If built, according to FEIR and FTA documents, the Central Subway will take \$15 million annually from Muni operating funds and cut 34,000-76,000 bus hours/ year from the 8X, 30, 45 bus lines.
- With elimination of the T-Line's Embarcadero/ Waterfront loop and direct connectivity to Market Street's BART/ Metro Stations, the Central Subway will cut transit service levels for hundreds of thousands of riders.
- The Central Subway decreases net Muni service to the transit-starved southeast corridor, Waterfront, Market Street Corridor, Chinatown and northeast quadrant.



Central Subway a Development Deal, Not a Transit Project. Initially a political deal, the Central Subway is now driven by developers, real estate interests and the 1% who benefit financially---at the expense of Muni riders and taxpayers. Commuter links to Caltrain will drive up land values, development, gentrification, rents and evictions---hurting affordability, diversity, middle-class families and the Mediterranean village-like quality of northeastern neighborhoods.

- For the Central Corridor Plan on Fourth Street, business associations are already lobbying for densities higher than proposed by the Planning Department.
- On October 9, 2008, the Planning Director and a Planning Commissioner held a Chinatown meeting for "Rezoning Chinatown".
- The illegal 2,000-foot tunnels from Chinatown to North Beach sneak in part of a northern subway without environmental reviews and public processes---sacrificing fragile businesses for development.

"If they build the Subway, it will ensure major, major new development at the stops in Chinatown and North Beach; and in terms of scale, these neighborhoods will never be the same again."
Allen B. Jacobs, Past SF Planning Director & Dean of UC Berkeley's College of Environmental Design

BAY GUARDIAN: "Urbicide---Eviction Epidemic"

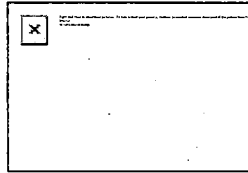
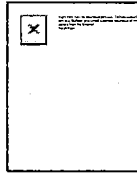
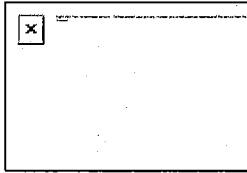
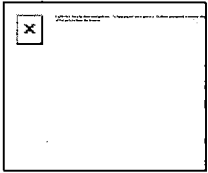
<http://www.sfbg.com/2013/05/21/urbicide>

BAY GUARDIAN: "Vanishing city"

<http://www.sfbg.com/2013/05/21/vanishing-city?page=0,0>

BAY GUARDIAN: "Planning for Displacement"

<http://www.sfbg.com/2013/05/28/planning-displacement>



- Follow examples of stopping the Embarcadero Freeway and Alaska's Bridge to Nowhere.
- Abandon the empty tunnels from Chinatown to North Beach and the unnecessary Pagoda Theater site to save \$80 million.
- Abandon the Central Subway to save hundreds of millions of dollars in state/ local funds.
- Instead, invest hundreds of millions of dollars into fixing Muni throughout San Francisco.

The Central Subway's state/ local funds and recovered federal funds (*like Sarah Palin and the Bridge to Nowhere*), combined with savings of \$15 million/year in operating costs, can quickly create transit-priority streets, pedestrian-bicycle enhancements, street beautification, robust commercial corridors and Mediterranean-walkable neighborhoods. By example, in 1973, Zurich's voters rejected an expensive subway project and voted instead to implement a less costly transit-priority program---leading to one of the world's highest per capita ridership rates because its transit service is fast, frequent, reliable and inexpensive.

ZURICH: The World's Best Transit City: <http://www.planetizen.com/node/53044>

ZURICH STUDY: <http://www.andynash.com/nash-publications/Nash2001-Zurich-PT-MTI-01-13.pdf>

ZURICH VIDEO: <http://www.youtube.com/watch?v=280mYXdcI4w>

Regards,

Howard Wong, AIA

www.SaveMuni.com

<http://savesfmuni.wordpress.com/author/zrants/>

<http://nonorthbeachdig.org/>

Contract No	Contract Title	Contractor	Award Date	Award Resolution No	Original Contract Amount	Current Contract Amount
1250	Phase 2 Central Subway - Moscone Station and Portal Utilities Relocation	Synergy Project Management, Inc.	11/17/09	09-195	\$9,273,939.00	
1251	Phase 2 Central Subway - Union Square/Market Street Station Utilities Relocation	Synergy Project Management, Inc.	12/07/10	10-164	\$16,832,549.80	
1252	Third Street Light Rail Program, Phase 2 Central Subway Tunneling	Barnard Impregilo Healy Joint Venture	06/28/11	11-094	\$233,584,015.00	
CS-138	Professional Engineering Services for Muni Metro Third Street Light Rail Project - New Central Subway	Quade and Douglas, Inc./ PGH Wong Engineering, Inc., A JV	11/19/02	02-144	\$29,800,000.00	
CS-149	Program Management/Construction Management Services for the Central Subway Project	Central Subway Partnership, A Joint Venture between AECOM USA, Inc. and EPC Consultants, Inc.	12/02/08	08-201	\$147,375,171.00	\$147,375,171.00
CS-155-1	Architectural and Engineering Services for the Final Design of Central Subway Project - Utilities Relocation and Tunnel Design	PB Telamon, A Joint Venture between Parsons Brinckerhoff, Inc. and Telamon Engineering Consultants, Inc.	10/20/09	09-177	\$6,500,000.00	
CS-155-2	Architectural and Engineering Services for the Final Design of Central Subway Project - Station Design	Group, A Joint Venture between Parsons Brinckerhoff, Inc. and Michael Willis Architects, Inc. and Kwan Henmi Architecture and Planning, Inc.	12/01/09	09-202	\$39,949,948.00	\$39,949,948.00
CS-155-3	Architectural and Engineering Services for the Final Design of Central Subway Project - Systems Design	HNTB – B&C, A Joint Venture between HNTB Corporation and B&C Transit, Inc.	02/26/10	10-030	\$32,294,319.00	
CS-156	System Procurement and Related Support Services	Hill International, Inc.	08/03/10	10-117	\$22,268,541.00	\$22,268,541.00

CS-163-1	Brokerage Services for an Owner Controlled Insurance Program to Provide Excess Liability Insurance for the Central Subway Project	Aon Risk Insurance Services West, Inc.	02/07/12	12-017	\$9,808,750.00	\$9,808,750.00
CS-164	Insurance Brokerage Services for an Owners Protective Professional Indemnity Insurance Program for the Central Subway Project	Arthur J. Gallagher & Company Insurance Brokers of California, Inc.	10/19/10	10-131	\$6,800,000.00	\$6,800,000.00
CS-170	Cooperative Agreement with BART	District	04/05/11	11-043	\$5,000,000.00	\$5,000,000.00
CS-171	Insurance Consulting Services for the Central Subway Project	Aon Risk Insurance Services West, Inc.	12/12/11	N/A	\$25,000.00	\$25,000.00
CS-APTA	Independent Review Panel Agreement with APTA	American Public Transit Association (APTA)			\$46,500.00	\$46,500.00
CS-1300	Third Street Light Rail Program, Phase 2 Central Subway Tunneling	Tutor - Perini is apparent low bidder	TBD	TBD	TBD	TBD

Table 1 - BCE by Standard Cost Category

Applicable Line Items Only	YOE Dollars Total
10 GUIDEWAY & TRACK ELEMENTS (1.7 miles)	315,926,081
10.02 Guideway: At-grade semi-exclusive (allows cross-traffic)	2,395,143
10.06 Guideway: Underground cut & cover	74,407,195
10.07 Guideway: Underground tunnel	224,933,257
10.09 Track: Direct fixation	7,293,157
10.10 Track: Embedded	1,601,763
10.12 Track: Special (switches, turnouts)	5,295,566
20 STATIONS, STOPS, TERMINALS, INTERMODAL (4)	432,698,735
20.01 At-grade station, stop, shelter, mall, terminal, platform	774,913
20.03 Underground station, stop, shelter, mall, terminal, platform	412,084,888
20.07 Elevators, escalators	19,838,934
40 SITEWORK & SPECIAL CONDITIONS	232,551,627
40.01 Demolition, Clearing, Earthwork	8,887,028
40.02 Site Utilities, Utility Relocation	29,562,587
40.03 Haz. mat'l, contam'd soil removal/mitigation, ground water treatments	2,957,442
40.04 Environmental mitigation, e.g. wetlands, historic/archeologic, parks	3,146,216
40.05 Site structures including retaining walls, sound walls	2,894,074
40.06 Pedestrian / bike access and accommodation, landscaping	14,393,910
40.07 Automobile, bus, van accessways including roads, parking lots	11,919,550
40.08 Temporary Facilities and other indirect costs during construction	158,790,820
50 SYSTEMS	108,429,774
50.01 Train control and signals	37,447,116
50.02 Traffic signals and crossing protection	3,013,232
50.03 Traction power supply: substations	20,379,634
50.04 Traction power distribution: catenary and third rail	16,239,951
50.05 Communications	28,545,305
50.06 Fare collection system and equipment	2,804,536
Construction Subtotal (10 - 50)	1,089,606,216
60 ROW, LAND, EXISTING IMPROVEMENTS	37,398,029
60.01 Purchase or lease of real estate	33,798,029
60.02 Relocation of existing households and businesses	3,600,000
70 VEHICLES (4)	26,385,653
70.01 Light Rail	26,385,653
80 PROFESSIONAL SERVICES (applies to Cats. 10-50)	361,568,360
80.01 Preliminary Engineering	46,317,094
80.02 Final Design	86,053,240
80.03 Project Management for Design and Construction	191,025,800
80.04 Construction Administration & Management	15,495,521
80.05 Professional Liability and other Non-Construction Insurance	6,800,000
80.06 Legal; Permits; Review Fees by other agencies, cities, etc.	7,242,340
80.07 Surveys, Testing, Investigation, Inspection	234,036
80.08 Start up	8,400,329
Subtotal (10 - 80)	1,514,958,258
90 UNALLOCATED CONTINGENCY	63,341,742
Total Project Cost (10 - 100)	1,578,300,000

Board of Supervisors

To: BOS-Supervisors; Miller, Alisa
Subject: File 120669 and 130480

From: jackbarry99@gmail.com [mailto:jackbarry99@gmail.com] **On Behalf Of** Jack Barry
Sent: Wednesday, June 05, 2013 11:01 AM
To: Board of Supervisors
Cc: TIM COLEN
Subject: Gentlemen....

Real Estate Sales & Management.
Full Service. Half the Cost.
jackbarry99@gmail.com

The newly amended CondoConversion law is counter-productive to "housing production"..

Incentives work better than "controls", as a rule, and in this case.

The argument that "every conversion makes an owner out of a renter... is largely true.

Lets look at ways of adding new units, that, by dedication, could remain, forever....as rental housing... (Dream "outside the box.)

jack barry

Board of Supervisors

To: BOS-Supervisors
Subject: File 120669 & 130480: Condo By-pass Legislation

From: Ted Loewenberg [<mailto:tedlsf@sbcglobal.net>]
Sent: Sunday, June 09, 2013 4:23 PM
To: Board of Supervisors
Cc: Lee, Mayor
Subject: Condo By-pass Legislation

Supervisors,

It is my understanding that the matter of the Condo By-Pass legislation will come before the Board this week. I cannot attend the session. However, I strongly urge that you reject the amended version of this bill.

What started out as an idea to help TIC owners convert to condominiums (to relieve a backlog of such applications) has morphed into an ugly subversion of the premise of help for distressed owners. As it stands now, the measure places Draconian restrictions, limitations and prohibitions on TICs and condo conversions, essentially destroying entry level housing opportunities in the City. The net effect will be to increase the cost of living for every resident of the City, making it still more expensive and less affordable for the low income wage earner. It would be hard to see how this "progressive compromise" could be any more regressive.

Please vote against the Condo Conversion legislation. It's the right thing to do.

Peace,
Ted Loewenberg

--

tedlsf@sbcglobal.net

"It's got to come from the heart, if you want it to work."

Board of Supervisors

To: BOS-Supervisors
Subject: Thank you for all that you do for our Community

From: Gary Pegueros [mailto:garypegueros@sbcglobal.net]
Sent: Wednesday, June 05, 2013 1:06 PM
To: Kim, Jane
Cc: Board of Supervisors; Diane Rivera (CC); Gary Pegueros #21
Subject: Thank you for all that you do for our Community

Dear Jane,

I want to take this moment to say 'thank you' for everything that you have done (and continue to do) for our community. I see you at several community meetings in our neighborhood - most recently at the 2nd Street Redesign meeting at the SPUR office. And I'm looking forward to seeing you on Monday 10th at our Neighborhood Association meeting. I am truly amazed at the schedule you keep.

But I am most grateful for your continued support of the **NERT** Program as that affects so many more people beyond District 6. The fact is, 23 years after the NERT Program began, it remains the only organization in San Francisco offering FREE hands-on basic and advanced preparedness training to anyone living or working in the city. It is because of your support and that of your fellow Supervisors that San Francisco continues to be a leader in providing our residents with so many opportunities, including that of being self-sufficient and resilient after a disaster.

Of course, our work is never done. So I will continue to do my part to spread the word about NERT and preparedness. And who knows? Maybe one day soon I'll walk into a NERT training and see you in the classroom. A yellow helmet and other NERT equipment awaits you :)

Gary Pegueros

South Beach NERT Coordinator
NERT Advisory Board Chair
ALERT volunteer
Secretary, South Beach Rincon Mission Bay Neighborhood Association

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.sfdcp.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



CITY AND COUNTY OF SAN FRANCISCO
OFFICE OF THE CONTROLLER

Ben Rosenfield
Controller
Monique Zmuda
Deputy Controller

June 4, 2013


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

President and Members:

As required by Section 2.10 of the San Francisco Administrative Code, the Office of the Controller (Controller's Office) has updated the status of the implementation of the recommendations of the San Francisco Civil Grand Jury.

The Controller's Office will continue to track civil grand jury recommendations until the respondent indicates an agreed-to-be-implemented recommendation is fully implemented or abandoned because it is no longer reasonable or warranted. The updates for fiscal years 2003-04 through 2011-12 are posted on the Controller's Office website located at <http://sfcontroller.org/index.aspx?page=143>.

Respectfully submitted,



Ben Rosenfield
Controller

cc: Mayor
Civil Grand Jury
Budget Analyst
Public Library

15

To: Miller, Alisa
Subject: Issued: Report on the Status of Civil Grand Jury Recommendations FY 11-12

From: McGuire, Kristen **On Behalf Of** Reports, Controller

Sent: Tuesday, June 04, 2013 2:23 PM

To: Calvillo, Angela; Nevin, Peggy; BOS-Legislative Aides; BOS-Supervisors; Kawa, Steve; Howard, Kate; Falvey, Christine; Elliott, Jason; p.kilkenny@sftc.org; Campbell, Severin; Newman, Debra; Rose, Harvey; sfdocs@sfpl.info; CON-EVERYONE; CON-CCSF Dept Heads

Subject: Issued: Report on the Status of Civil Grand Jury Recommendations FY 11-12

As required by the San Francisco Administrative Code, Section 2.10, the Office of the Controller (Controller) has updated the implementation status of the San Francisco Civil Grand Jury's recommendations. The Controller tracks each recommendation until the respondent indicates that an agreed-to-be-implemented recommendation is fully implemented or abandoned because it is no longer reasonable or warranted. The updates for fiscal years 2003-04 through 2011-12 are posted on the Controller's website, at <http://sfcontroller.org/index.aspx?page=143>.

Please do not reply to this message; this is a send-only e-mail address.

For questions about the report, 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.

Follow us on Twitter [@sfcontroller](https://twitter.com/sfcontroller)

TEXT FONT SIZE

Status of Civil Grand Jury Recommendations

As required by Section 2.10 of the San Francisco Administrative Code, the Office of the Controller reports to the Board of Supervisors on the status of the implementation of the recommendations of the San Francisco Civil Grand Jury.

As requested by the fiscal year 2005-06 San Francisco Civil Grand Jury, this office is posting our tracking document online and updating this working document as new information becomes available. The following are reports on status of responses to the Civil Grand Jury recommendations by fiscal year. The reports show whether each recommendation is:

- (a) Fully Implemented
- (b) Still in process of being implemented
- (c) Requires further study
- (d) Abandoned because they are no longer relevant or feasible.

The Office of the Controller compiled the responses submitted by the departments. The responses were copied directly from documents submitted by the departments and were not edited for any typographical errors.

2013 Report on Status of Civil Grand Jury Recommendations Cover Letter (PDF)

The following reports were updated as of June 2013:

2011-2012 Status of Civil Grand Jury Recommendations (PDF)
2010-2011 Status of Civil Grand Jury Recommendations (PDF)
2009-2010 Status of Civil Grand Jury Recommendations (PDF)
2008-2009 Status of Civil Grand Jury Recommendations (PDF)
2007-2008 Status of Civil Grand Jury Recommendations (PDF)
2006-2007 Status of Civil Grand Jury Recommendations (PDF)
2005-2006 Status of Civil Grand Jury Recommendations (PDF)
2004-2005 Status of Civil Grand Jury Recommendations (PDF)
2003-2004 Status of Civil Grand Jury Recommendations (PDF)

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SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
 300 Lakeside Drive, P.O. Box 12688
 Oakland, CA 94604-2688
 (510) 464-6000

BOS-11, cpage

RECEIVED
 BOARD OF SUPERVISORS
 SAN FRANCISCO

2013 JUN -3 PM 4:07

2013

May 31, 2013

Tom Radulovich
 PRESIDENT

Joel Keller
 VICE PRESIDENT

Grace Crunican
 GENERAL MANAGER

Angela Calvillo
 City and County of San Francisco
 1 Dr. Carlton B. Goodlett Place, Room 244
 San Francisco, CA 94102

Dear Clerk of the Board Angela Calvillo,

DIRECTORS

Gail Murray
 1ST DISTRICT

Joel Keller
 2ND DISTRICT

Rebecca Saltzman
 3RD DISTRICT

Robert Raburn
 4TH DISTRICT

John McPartland
 5TH DISTRICT

Thomas M. Blalock, P.E.
 6TH DISTRICT

Zakhary Mallett
 7TH DISTRICT

James Fang
 8TH DISTRICT

Tom Radulovich
 9TH DISTRICT

On behalf of the Board of the San Francisco Bay Area Rapid Transit (BART) District, I am writing to update you on our ongoing labor negotiations. As you know, all five labor contracts expire on June 30, 2013 and we have been bargaining since April 1, 2013.

It is the intention of the BART Board to continue negotiating with our unions toward a responsible settlement and ensure continued service without a work stoppage. Since we represent some of the same constituents, I always appreciate your concerns about our service. You have my commitment that we will keep you updated regularly about our progress with email notices, telephone calls, and letters.

Our employees work hard at providing reliable, on-time, and safe service for the people of the Bay Area. The goal of these negotiations is to ensure the long-term financial health and sustainability of our transit system to both provide for our workforce and serve the present and future needs of the Bay Area.

BART is currently at a critical juncture in its 40-year history. While enjoying record ridership, we also face enormous reinvestment needs that will define whether we thrive or deteriorate in the decades ahead.

Our reinvestment needs are necessities, not amenities. We are purchasing a new fleet of rail cars to replace the oldest fleet in the nation. We need to update our stations, our aging communications and train control systems, and expand our maintenance facilities to meet increasing ridership and to ensure that our trains continue to run on time.

This reinvestment in BART is essential for the mobility, livability, sustainability, and economic vitality of the Bay Area. As Federal and State support for transit shrinks, we are increasingly reliant on local sources to meet these essential capital needs. We have already asked our riders to pay increased fares and higher parking fees to fund a share of these costs. We are exploring options for bond measures, bridge toll funding, assessment districts, and development impact fees for capital needs. We must also have fiscally responsible contracts that provide fair and competitive wages and benefits for our employees, and share some of the risk of escalating health care and pension costs.





SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2013

Tom Radulovich
PRESIDENT

Joel Keller
VICE PRESIDENT

Grace Crunican
GENERAL MANAGER

DIRECTORS

Gail Murray
1ST DISTRICT

Joel Keller
2ND DISTRICT

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6TH DISTRICT

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7TH DISTRICT

James Fang
8TH DISTRICT

Tom Radulovich
9TH DISTRICT

Some of the issues in these negotiations are familiar to you. BART workers do not pay any portion of their pension costs and they pay less than 5% of their medical costs. Recently at the bargaining table, you asked your workers to share a greater portion of responsibility for these growing costs. This year, we are asking the same from BART workers. In a recent poll, 72% of the residents of the three-county BART district agreed that workers should assume some of the costs of their pension and health care packages.

In these times of shrinking resources, none of us has a budget which is robust enough to compensate public employees in the manner that they desire and deserve. Hard choices are the rule of the day. We are making progress at the bargaining table, and appreciate your interest and support as we work to resolve these issues fairly and equitably.

Sincerely,

Tom Radulovich
President



Board of Supervisors

To: BOS-Supervisors
Subject: ~~File 130504~~ Kimberly Brandon Letter of Support
Attachments: Kim Brandon Ltr of Support 6-3-13.pdf

From: Todd Clayter [mailto:todeo.clayter@gmail.com]
Sent: Tuesday, June 04, 2013 9:44 AM
To: Yee, Norman (BOS); Breed, London; Cohen, Malia
Cc: Wong, Linda (BOS); Board of Supervisors; kimberly.brandon@morganstanley.com
Subject: Kimberly Brandon Letter of Support

Members of the Rules Committee, please see the attached letter in consideration of Ms. Brandon's nomination for reappointment to the Port Commission. Thank you.

Todd Clayter

Todd W. Clayter
1320 Fillmore Street
San Francisco, CA 94115

June 3, 2013

Rules Committee, Board of Supervisors
City and County of San Francisco
City Hall, 1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4689

Re: Support for Reappointment of Kimberly Brandon

Dear Honorable Members Yee, Breed, and Cohen,

I am writing this letter in support of Ms. Brandon's reappointment to the San Francisco Port Commission. I am especially appreciative of Ms. Brandon's advocacy for and outreach to the small, minority-, and women-owned business community in San Francisco. She has been instrumental in assuring that the Port is proactive and inclusive in its contracting practices and diligently follows through on compliance with participation goals and, significantly to her credit, participation at the prime contractor and developer levels of involvement. I am personally appreciative of her accomplishments in promoting opportunities for small businesses to participate in significant large-scale waterfront projects during her years as a Commissioner. I am confident she will continue such efforts in connection with the major improvements planned for deteriorated piers, construction and operations of the Cruise Terminal, development of Seawall Lot 337/Pier 48, 8 Washington, and the Warriors Arena, to name a few.

Also laudable is her engagement of the neighboring communities where the Port is located to ensure that a fair and equitable outcome is achieved in the Commission's decision-making processes. As a native San Franciscan, Ms. Brandon remains vested in the well-being of the City-at-large and is proactive in staying attuned to and participating in the issues and concerns that bear on the well-being of us all. At the risk of sounding trite, it is easy to say that she not only talks the talk, she walks the walks!

Yours truly,

Todd W. Clayter

cc. Clerk of the Board of Supervisors

Ms. Kimberly Brandon

Board of Supervisors

To: BOS Supervisors; Wong, Linda (BOS)
Subject: ~~File 130504~~ Reappointment of Port Commissioner Brandon
Attachments: Brandon support ltr.pdf

From: Sylvan, Jack [<mailto:JackSylvan@forestcity.net>]

Sent: Monday, June 03, 2013 3:12 PM

To: True, Judson; Brown, Vallie; Bruss, Andrea; Lee, Esther (BOS); Board of Supervisors

Subject: Reappointment of Port Commissioner Brandon

Dear President Chiu, Members of the Rules Committee and Clerk of the Board,

Please find attached a letter of support for the reappointment of Port Commissioner Kimberly Brandon regarding File #130504.

Regards,
Jack Sylvan

FORESTCITY

875 Howard Street, Suite 330
San Francisco, CA 94103-3027
415.836.5980 phone
415.836.5988 fax
www.forestcity.net

Supervisor David Chiu, President, Board of Supervisors
Supervisor Norman Yee, Chair, Rules Committee
Supervisor Malia Cohen, Member, Rules Committee
Supervisor London Breed, Member, Rules Committee
Angela Calvillo, Clerk, Board of Supervisors

RE: Reappointment of Port Commissioner Brandon


Dear Supervisors,

I understand that Port Commissioner Kimberly Brandon will be considered for reappointment to the Commission by the Rules Committee at its June 6 meeting. Commissioner Brandon has been a dedicated member of the Port Commission for several years. During that time she has maintained a commitment to advancing the goals of the Port while also seeking to ensure that the southeast sector of the city gets the attention it deserves.

With regard to Forest City's involvement in the Pier 70 Waterfront Site, Commissioner Brandon has advocated strongly for the Port's interests, yet also treated us as true partners in an opportunity to create something that we can all be proud of.

I wholeheartedly support the re-appointment of Commissioner Brandon to the Port Commission.

Regards,



Jack Sylvan
VP Development
Forest City San Francisco

Board of Supervisors

From: Karen Babbitt [karenbabbitt@yahoo.com]
Sent: Tuesday, June 04, 2013 1:59 PM
To: Board of Supervisors
Subject: Fw: Letter of support for Ethics Commissioner choice - Hulda Garfolo
Attachments: Ethics Commission Appt_Hulda Garfolo.docx

This is regarding today's meeting.

Thank you!

--- On Tue, 6/4/13, BeckyE <rebecae@earthlink.net> wrote:

From: BeckyE <rebecae@earthlink.net>
Subject: Letter of support for Ethics Commissioner choice - Hulda Garfolo
To: "David Chiu" <David.Chiu@sfgov.org>, "Norman Yee" <Norman.Yee@sfgov.org>, "John Avalos" <John.Avalos@sfgov.org>, "London Breed" <London.Breed@sfgov.org>, "David Campos" <David.Campos@sfgov.org>, "Scott Wiener" <Scott.Wiener@sfgov.org>, "Malia Cohen" <malia.cohen@sfgov.org>, "Katy Tang" <katy.tang@sfgov.org>, "Mark Farrell" <mark.farrell@sfgov.org>, "Eric Mar" <Eric.L.Mar@sfgov.org>, "Jane Kim" <Jane.Kim@sfgov.org>
Cc: "Mayor Edwin Lee" <mayoredwinlee@sfgov.org>
Date: Tuesday, June 4, 2013, 1:44 PM

Supervisors and Mayor Lee:

The Sierra Club supports Hulda Garfolo for the open seat on San Francisco's Ethics Commission because of her knowledge of this important body and how it should function.

Attached is our letter of support.

Becky Evans
Chair
San Francisco Group
Sierra Club



SIERRA
CLUB
FOUNDED 1892

San Francisco Group
85 Second Street, 2nd Floor, Box SFG, San Francisco CA 94105-3441

June 4, 2013

David Chiu, President &
Members, San Francisco Board of Supervisors
#1 Dr. Carlton Goodlett Place
San Francisco, CA 94102

Dear Supervisors:

The Sierra Club supports the appointment of Hulda Garfolo to the San Francisco Ethics Commission.

Ms. Garfolo is the preferred choice for this seat because of her knowledge of the mission and operations of the Ethics Commission. She served on the 2010-2011 Civil Grand Jury, which produced reports on the performance of the San Francisco Ethics Commission and on San Francisco's Whistleblower program. The report on the Ethics Commission was produced by the committee that Ms. Garfolo chaired.

Ms. Garfolo's experience and her commitment to good government make her the correct choice for this seat. We urge the Board to support her appointment.

Yours truly,

Rebecca Evans

Chair

cc: Mayor Edwin Lee

Board of Supervisors

To: BOS-Supervisors
Subject: IBWA and CBWA Comments on Ordinance #120488
Attachments: IBWA_CWBA_Letter_SF_Ordinance120488_060413FINAL.pdf

From: James Toner [mailto:JToner@bottledwater.org]

Sent: Tuesday, June 04, 2013 8:09 AM

To: Board of Supervisors

Subject: IBWA and CBWA Comments on Ordinance #120488

Attached please find comments from the International Bottled Water Association (IBWA) and the California Bottled Water

Association (CBWA) on Ordinance #120488 addressing bottle refilling stations scheduled to be addressed by the Board of Supervisors on June 4, 2013.

Should you or any members of the Board have any questions, please contact me at any time.

Sincerely,

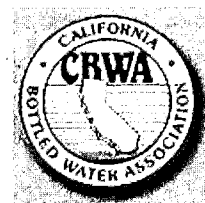
James P. Toner, Jr.
Director of Government Relations
International Bottled Water Association (IBWA)
1700 Diagonal Road
Suite 650
Alexandria, VA 22314
703.647.4616 Direct
703.683.5213 Main
703.683.4074 Fax



How and why you should support bottled water:

A small, yet vocal group of people are working to remove bottled water from vending machines and store shelves. You can help protect your right to choose and have access to bottled water, a healthy alternative to sugary and high-calorie beverages, by joining our signature drive. Go to <http://www.bottledwatermatters.org/luv-bottled-water> and sign a show of support for your right to choose bottled water. Your support of bottled water will make a difference! Please share this signature drive with your friends and family.

20



June 4, 2013

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

The California Bottled Water Association (CBWA)¹ and the International Bottled Water Association (IBWA)² appreciate this opportunity to provide comments on Board of Supervisors File No. 120488 (Environment Code, Bottle Filling Stations) as introduced by Supervisor David Chiu. This proposed ordinance seeks to amend the San Francisco Environment Code by adding Chapter 23 to require new and remodeled buildings that have drinking fountains to provide bottle filling stations. While CBWA and IBWA applaud and support the City's efforts to improve access to clean drinking water for residents and visitors of the City and County of San Francisco, we are deeply concerned with several false, inaccurate and misleading statements about bottled water in the proposed ordinance and ask that they be removed.

In Section 2301(c) of the proposed ordinance, many of the statements made by the author are unsubstantiated claims that have been raised by bottled water critics for several years. First is the comment on the number of plastic water bottles that end up in California's trash each year. Just like the bottled water industry, California prides itself on being proactive when it comes to environmentalism and recycling. The state's mandatory bottle deposit program (California Beverage Container Recycling and Litter Reduction Act), in effect for nearly 26 years, was specifically implemented to address the recycling of a wide array of beverage containers, including those for bottled water. According to CalRecycle, the 2011 overall redemption rate for the program reached 84%, while polyethylene terephthalate (PET) containers, most commonly used for single-serve beverages, including bottled water, achieved a 67% redemption rate. According to the U.S. Environmental Protection Agency (EPA), plastic water bottles make up less than one-third of one percent of the U.S. waste stream.

¹ The California Bottled Water Association is the trade association of the bottled water industry in California. CBWA supports its member bottlers, distributors, and vendors by keeping them informed and representing them in matters of government and regulatory legislation, providing them with educational and training opportunities related to the bottled water business, creating an environment of open communications for sharing resources and information and, representing their unified voice in the future development of the bottled water industry.

² The International Bottled Water Association is the trade association representing all segments of the bottled water industry, including spring, artesian, mineral, sparkling, well, groundwater and purified bottled waters. IBWA's mission is to serve the members and the public, by championing bottled water as an important choice for healthy hydration and lifestyle, and promoting an environmentally responsible and sustainable industry. IBWA represents bottled water bottlers, distributors and suppliers throughout the United States, including several small, medium and large size companies doing business in California.

All bottled water containers are one-hundred percent recyclable. New data from the National Association for PET Container Resources (NAPCOR) and the Beverage Marketing Corporation (BMC) show the bottled water industry continuing to reduce its environmental footprint through significant increases in recycling and the use of less plastic in single-serve PET bottled water containers. According to a January 2013 NAPCOR study, the national recycling rate for PET plastic bottled water containers jumped dramatically in 2011 to 38.6 percent, representing an increase of nearly 20 percent over the previous year's rate of 32.25 percent. The recycling rate for single-serve PET plastic bottled water containers has more than doubled in the last seven years. In its study, NAPCOR states that in 2011 (the most recent data available) there were approximately 1.3 billion pounds of PET plastic water bottle containers available for recycling in the United States, of which 500 million pounds (38.6%) was reclaimed for recycling. And, PET plastic bottled water containers are the most frequently recycled PET beverage container in curbside recycling programs.

CBWA and IBWA support comprehensive recycling policies and programs throughout the U.S. The bottled water industry is also taking many other voluntary steps to reduce its environment footprint. Data released by BMC in January 2013 shows that between 2000 and 2011, the average weight of a 16.9-ounce (half-liter) PET plastic bottled water container has declined 47.8 percent. This has resulted in a savings of 3.3 billion pounds of PET resin since 2000. The significant increase in the recycling rate of PET plastic bottled water containers, coupled with the continuing decrease in container weight, underscores the consistent drive of the bottled water industry to improve recycling programs and reduce its overall environmental footprint. While this is encouraging news, it is also a reminder that more needs to be done to expand recycling efforts and collection methods across the country for all packaged goods, including bottled water

Section 2301(c) of the proposed ordinance also states bottled water is a waste of energy and a huge consumer of oil. Making such a comparison – especially representing it as “barrels of oil” – is very misleading and inaccurate. The PET plastic used in single serve bottled water containers is made using naphtha, a byproduct of the refining of oil into fuels. The use of PET plastic does not increase oil production.

In 2009, IBWA commissioned a life cycle inventory (LCI) by Franklin Associates to determine the environmental footprint of the United States bottled water industry. The results indicate that bottled water has a very small environmental footprint. In fact, the PET small pack and Home Office Delivery (HOD) bottled water industries combined emit 6.8 million tons of CO₂ eq. a year, which is equivalent to 0.08 percent of total United States emissions. The production, packaging, and transportation of HOD and small pack bottled water consumed in the U.S. in 2007 required 107.4 trillion BTU. Thus, process and transportation energy use for the bottled water industry was 0.07 percent of total U.S. primary energy consumption. The LCI also states, at 1.08 million tons, bottled water packaging discards account for 0.64 percent of the 169 million tons of total U.S. municipal solid waste discards in 2007.

Additionally, the bottled water industry is a strong supporter of our environment and our natural resources. In fact, a life cycle assessment conducting by Quantis in 2010 shows bottled water's environmental footprint is the lowest of *any* packaged beverage. Key findings of this study show that water is the least environmentally impactful beverage option and that bottled water is the most environmentally responsible packaged drink choice. The study also found that:

- Tap water has lightest footprint, followed by tap water consumed in reusable bottles (if used more than 10 times), and then by bottled water
- Sports drinks, enhanced waters and soda produce nearly 50% more carbon dioxide emissions per serving than bottled water
- Juice, beer and milk produce nearly three times as many carbon dioxide emissions per serving than bottled water
- Milk, coffee, beer, wine and juice together comprise 28% of a consumer's total beverage consumption but represent 58% of climate change impact

Section 2301(d) of the proposed ordinance states, "Plastic water bottles are expensive. Americans spent \$10.6 billion on bottled water in 2009 and paid up to 1,000 times the cost of tap water." The cost of bottled water is truly a "red herring" here. This should not be a bottled water versus tap water issue. The consumption of water – whether from the bottle or the tap – is a good thing because it frequently replaces the use of other less healthy beverages that contain sugar, caffeine and other additives. Any actions that discourage people from drinking bottled water (such as this proposed ordinance) are not in the public's interest. In fact, studies show that when removing bottled water as a beverage option, two thirds of individuals will choose a less healthy product. In a nation in which two-thirds of the people are overweight and one-third of that number is obese, doesn't it make sense to promote drinking water, a healthy beverage, in whatever forms available?

Claims in Section 2301(e) of the proposed ordinance regarding chemicals leaching from plastic water bottles are inaccurate, misleading and serves to create unnecessary alarm among consumers. Bottled water containers, as with all food packaging materials, must be made from substances approved by the U.S. Food and Drug Administration (FDA) for food contact. Plastic containers that are used for bottled water products (which are made from the same materials used in other food product containers) have undergone FDA scrutiny prior to being available for use in the market place. The FDA has determined that the containers used by the bottled water industry are safe for use and do not pose a health risk to consumers.

Bottled water companies produce a safe, healthy, and convenient packaged food product that is comprehensively and stringently regulated by the FDA under the Federal Food, Drug, and Cosmetic Act (FFDCA), 21 U.S.C. §§ 301 et seq., and applicable sections of Title 21 of the Code of Federal Regulations (CFR). Bottled water must meet the FDA's general food regulations, as well as standards of identity, standards of quality, good manufacturing practices and labeling requirements specifically promulgated for bottled water. By federal law, the FDA regulations governing the safety and quality of bottled water must be as stringent as the EPA regulations governing tap water. To suggest in any way that bottled water is less stringently regulated than tap water is simply not true.

Contrary to additional language in 2301(e) of the proposed ordinance, California Health and Safety Code Section 111071(b) requires that all those licensed to bottle water for sale and distribution in California prepare an annual bottled water quality report and make it available to consumers, upon request. These annual bottled water quality reports must include a brief description of the treatment process; information on the levels of unregulated substances, if any, for which water bottlers are required to monitor pursuant to state or federal law or regulation; certain statements about contaminants that might be found in bottled water at legally acceptable levels; and the bottled water

company's address and telephone number that enables customers to obtain further information concerning contaminants and potential health effects. Section 111170(f) of the California Health and Safety Code requires each container of bottled water sold at retail or wholesale in California to include on its label a clear and conspicuous statement that informs consumers about how to obtain from the bottler or brand owner the bottled water quality report required by Section 111071(b). Additionally, California has adopted all federal labeling requirements for bottled water.

The bottled water industry holds a strong place in San Francisco's economic portfolio. Companies in San Francisco that manufacture, distribute and sell bottled water products employ as many as 360 people in the city and generate an additional 730 jobs in supplier and ancillary industries. These are good jobs, paying an average of \$43,570 in wages and benefits. The industry also contributes to the economy as a whole. In 2011, the bottled water industry was responsible for as much as \$429 million in total economic activity in San Francisco. Not only does the bottled water industry create jobs in San Francisco, it also generates sizable tax revenues. In California, the industry and its employees paid more than \$1.8 billion in taxes including property, income and sales based levies.

As stated, earlier, CBWA and IBWA applaud and support the City's efforts to improve access to clean drinking water for residents and visitors of the City and County of San Francisco. We also commend the City for touting the quality of its tap water and encouraging people to utilize this resource. However, we take issue with attacking bottled water simply to promote the increased use of San Francisco's tap water.

Baseless and misleading attacks against bottled water should not be used as selling points for the City's drinking water, or for Supervisor Chiu's proposed ordinance. The bottled water industry does not see itself in competition with tap water, but rather with other beverages in the marketplace. In fact, studies have shown that 75% of all bottled water consumers also drink tap water. We believe that everyone across the country should have access to clean, potable, safe drinking water, and the reality is that both tap water and bottled water can serve that need. We therefore request that Sections 2301 (c) – (e) be deleted from the proposed ordinance.

We appreciate this opportunity to provide comments on the proposed ordinance and are available to discuss it further at any time.

Sincerely,

James P. Toner, Jr.
Director of Government Relations
International Bottled Water Association

Mike Devencenzi
President
California Bottled Water Association