

FILE NO. 210113

Petitions and Communications received from January 28, 2021, through February 4, 2021, for reference by the President to Committee considering related matters, or to be ordered filed by the Clerk on February 9, 2021.

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 the Office of the Mayor, submitting a press release, titled "San Francisco Launches First Neighborhood COVID-19 Vaccine Site in the Mission District as Part of a Citywide Network of Vaccination Sites." Copy: Each Supervisor. (1)

From the Office of the Mayor, pursuant to California Health and Safety Code, Section 34173(g), and Ordinance No. 215-12, making the following appointment to the Successor Agency Commission (Commission on Community Investment and Infrastructure): Copy: Each Supervisor. (2)

- **Efrem Bycer** - term ending November 3, 2022

From the Office of Economic and Workforce Development (OEWD), submitting the OEWD Workforce Development Data Plan in response to the BLA Audit. Copy: Each Supervisor. (3)

From the Office of the Controller, submitting the Vehicle Triage Center Evaluation Report. Copy: Each Supervisor. (4)

From Public Works, submitting Public Works Order No. 204145. Copy: Each Supervisor. (5)

From the Office of the Treasurer and Tax Collector, submitting the 2019 Tax Credit and Exclusion Reports for Enterprise Zone, Central Market Street and Tenderloin Area, and Biotechnology. Copy: Each Supervisor. (6)

From the Police Department, requesting an extension for submitting the Fourth Quarter 2020 Report per Chapter 96A, Law Enforcement Reporting Requirements and Crime Victim Data Reporting. Copy: Each Supervisor. (7)

From the Rent Board, pursuant to Administrative Code, Section 37.9E(j), submitting the Rent Board Annual Report on Buyout Agreements. Copy: Each Supervisor. (8)

From the San Francisco Municipal Transportation Agency (SFMTA), submitting a letter responding to Resolution No. 530-20, "Urging SFMTA Implementation of a Proactive Approach." File No. 201270. Copy: Each Supervisor. (9)

From the Office of Civic Engagement and Immigrant Affairs, pursuant to Ordinance No. 27-15, providing a link to the San Francisco Language Access Ordinance Compliance Annual Report, Fiscal Year 2019-2020. Copy: Each Supervisor. (10)

From the California Public Utilities Commission, submitting notice of a project from Verizon Wireless. Copy: Each Supervisor. (11)

From the State of California, Department of California Highway Patrol, pursuant to Health and Safety Code, Section 25180.7, submitting a Hazardous Materials Incident Report occurring on January 18, 2021. Copy: Each Supervisor. (12)

From concerned citizens, regarding various subjects related to the proposed Ordinance amending the Environment, Public Works Codes - Construction and Demolition Debris Recovery. File No. 201151. 2 Letters. Copy: Each Supervisor. (13)

From Brian Turner, regarding various subjects related to the proposed Ordinance amending the Building Code, Environment Code - Mandating New Construction Be All-Electric. File No. 201217. Copy: Each Supervisor. (14)

From Steven Lee, regarding various subjects related to changes by adding Section 10.100-308 to the Administrative Code - San Francisco Music and Entertainment Venue Recovery Fund. File No. 201414. Copy: Each Supervisor. (15)

From Lauren Pierik, regarding a tent encampment at 730 Stanyan Street. Copy: Each Supervisor. (16)

From the Bicycle Advisory Committee, submitting a Resolution, entitled "Resolution to Emphasize the Importance of a Separated, Protected Bicycle Route on Market Street." Copy: Each Supervisor. (17)

From Anonymous, regarding various subjects. Copy: Each Supervisor. (18)

From Eileen Boken, regarding various subjects. File Nos. 210027, 210034 and 210086. 3 Letters. Copy: Each Supervisor. (19)

From Jeff Hank, regarding various subjects on the right to reemployment legislation. Copy: Each Supervisor. (20)

From Christine Elbel, regarding safe sleeping site transition plans and coordinated homeless services. Copy: Each Supervisor. (21)

From the San Francisco Chamber of Commerce, regarding opposition to the Ordinance amending the Police Code - Right to Reemployment Following Layoff Due to COVID-19 Pandemic. File No. 200830. Copy: Each Supervisor. (22)

From Phyllis, regarding litigation on the San Francisco Unified School District. Copy: Each Supervisor. (23)

From Allen Jones, regarding various subjects on guns in America. Copy: Each Supervisor. (24)

From UNIQLO California LLC, pursuant to California Labor Code, Section 1401, submitting a California WARN Act Notice for their 111 Powell Street, San Francisco, CA 94102 location. Copy: Each Supervisor. (25)

From concerned citizens, regarding the removal of the Observation Wheel in Golden Gate Park. 6 Letters. Copy: Each Supervisor. (26)

From the Department of Homelessness and Supportive Housing, submitting a one-time report for the Emergency Ordinance - Limiting COVID-19 Impacts by Not Moving People Experiencing Homelessness Currently Placed in Shelter-in-Place Hotel Rooms. File No. 201328. Copy: Each Supervisor. (27)

From concerned citizens, regarding zoning reform and affordable housing. 59 Letters. Copy: Each Supervisor. (28)

From SaveMUNI, expressed support for the Resolution Urging the Municipal Transportation Agency to Expedite Reinstating Transit Lines to Equitably Serve All Neighborhoods. File No. 210100. Copy: Each Supervisor. (29)

From Shad Fenton, regarding various subjects. 7 Letters. Copy: Each Supervisor. (30)

From concerned citizens, regarding support for the San Francisco Fire Department and NERT programs. 13 Letters. Copy: Each Supervisor. (31)

From the San Francisco Municipal Transportation Agency, submitting the SFMTA Central Subway Program Budget Status Report. Copy: Each Supervisor. (32)

From the Office of the Assessor-Recorder, submitting the Assessor-Recorder's resignation letter. Copy: Each Supervisor. (33)

From the Youth Commission, pursuant to Charter, Section 4.124, submitting the Youth Commission Business for Fiscal Year 2020-21 and a motion to approve Resolution No. 2021-AL-02 [Omnibus Youth Commission Preliminary Budget Priorities - Priority Programs]. Copy: Each Supervisor (34)

From concerned citizens, regarding support for nurses during the COVID-19 pandemic. 2 Letters. Copy: Each Supervisor. (35)

From concerned citizens, regarding various subjects concerning flight attendants during the COVID-19 pandemic. 2 Letters. Copy: Each Supervisor. (36)

From concerned citizens, regarding the name changing of schools by the San Francisco Unified School District. 8 Letters. Copy: Each Supervisor (37)

From concerned citizens, regarding various subjects pertaining to defunding the Police Department. 2 Letters. Copy: Each Supervisor. (38)

From: [Press Office, Mayor \(MYR\)](#)
To: [Press Office, Mayor \(MYR\)](#)
Subject: *** PRESS RELEASE *** SAN FRANCISCO LAUNCHES FIRST NEIGHBORHOOD COVID-19 VACCINE SITE IN THE MISSION DISTRICT AS PART OF A CITYWIDE NETWORK OF VACCINATION SITES
Date: Monday, February 1, 2021 10:37:00 AM
Attachments: [02.01.21 Vaccination Sites.pdf](#)

FOR IMMEDIATE RELEASE:

Monday, February 1, 2021

Contact: San Francisco Joint Information Center, dempres@sfgov.org

***** PRESS RELEASE *****

**SAN FRANCISCO LAUNCHES FIRST NEIGHBORHOOD
COVID-19 VACCINE SITE IN THE MISSION DISTRICT AS
PART OF A CITYWIDE NETWORK OF VACCINATION SITES**

The City will partner with Unidos en Salud/United in Health, UCSF and Latino Task Force, to operate the first neighborhood vaccination site in the heart of the Mission District

San Francisco, CA — Mayor London N. Breed, the Department of Public Health, Unidos en Salud/United in Health, UCSF, and the Latino Task Force announced today the opening of a new neighborhood COVID-19 vaccine site at 24th Street and Capp Street in the Mission District. The 24th Street site, which will be followed shortly by a neighborhood vaccine access site in the Bayview, is the first of a number of neighborhood sites that the City will be opening to ensure that highly impacted neighborhoods have equitable access to the vaccine.

The goal of Mayor Breed’s vaccination strategy is to make receiving the vaccine as convenient and comfortable for as many people as possible, particularly in those neighborhoods disproportionately affected by the COVID-19 pandemic. Neighborhood vaccine access sites, such as the 24th Street site, are one critical piece of a larger network of vaccination distribution that also includes high-volume vaccination sites, community clinics, pharmacy partnerships, and mobile vaccination teams.

“COVID-19 has disproportionately impacted our Latino community, which is why it’s so important that we’re bringing these vaccines directly to the neighborhoods that have been hit so hard,” said Mayor Breed. “We’re ready to administer 10,000 vaccines per day here in San Francisco as soon as supply increases through our network of high-volume vaccination sites, as well as a series of neighborhood sites that will provide easy access to our diverse communities throughout the City.”

Today’s site opening will be a soft launch while operations are refined to ensure safety for patients and staff and while necessary infrastructure is put in place to allow the site to scale up as more vaccine supply becomes available. Given that supply of the vaccine remains extremely limited, vaccinations at the 24th Street site will be by appointment only. Initial appointments during the soft launch phase will go to community health workers and local residents over the age of 65 within the Unidos en Salud network, which includes uninsured vulnerable populations.

The site will have an initial capacity of 120 vaccinations per day and, when vaccine capacity increases, this site may expand to conduct 200-400 vaccinations per day. The 24th Street site

has the additional benefit of being adjacent to a significant transit hub, ensuring that it is accessible and convenient for the community health workers and other eligible people that it will serve. It also will be co-located with the Unidos en Salud testing site at the nearby 24th Street and Mission Street BART plaza, operating four days a week.

The Mission District is home to many Latino residents and essential workers and has been one of the neighborhoods hardest hit by COVID-19. Testing continues to show that the Latino community is experiencing high rates of new infection, with recent testing revealing that more than one in ten Latinos who are tested test positive for COVID-19.

“We are proud to continue the productive partnership with UCSF and the Latino Task Force, and extend our vaccination efforts into the heart of the Mission District. As a community-based site co-located with existing testing capacity, the 24th Street site is a model for how we can reach every community in San Francisco. Along with ongoing commitment to public health measures such as mask wearing and social distancing, a broad and equitable program to distribute the vaccine across San Francisco can bring this pandemic to an end,” said Dr. Grant Colfax, Director of the Department of Public Health.

“Among the many grim legacies of the previous failed federal administration is that states and counties are now struggling with shortages that have made a mess of the vaccine rollout,” said Supervisor Hillary Ronen. “Over the past two weeks, my office has been fielding a flood of questions about who is eligible and how to access. I am pushing for consistent and transparent data so we know what UCSF, Kaiser, Sutter, and Dignity are doing and every San Franciscan can get vaccinated. Amidst all that, I am thrilled that San Francisco is bringing vaccine directly to the most vulnerable people in the hardest hit community. Let this be the start of a bright new chapter.”

“We know that interest in getting vaccinated is very high in the community,” said Dr. Diane Havlir, a professor of medicine at UCSF and a co-founder of the Unidos en Salud Latino Task Force/UCSF/DPH collaboration. “We asked more than 5,000 adults who came for testing last month at the 24th Street BART plaza, and 86 percent said they were open to getting vaccinated.”

“We at UCSF are eager to continue our ongoing partnership with the Mayor and the Department of Public Health to help protect our City’s most vulnerable communities from COVID-19,” said UCSF Chancellor Dr. Sam Hawgood. “By continuing our collaborative community testing programs, and now making vaccines available in high-impact neighborhoods where the virus is spreading quickly, we can prevent more suffering and help to protect the entire city from this virus.”

In addition to the 24th Street site, the City continues to locate vaccine resources in neighborhoods that have disproportionately carried the burden of COVID-19. In addition to neighborhood vaccine sites, the Department of Public Health and its community partners continue to vaccinate people through community clinics in the Western Addition, Chinatown, Bayview, Outer Sunset, and Potrero. The City is working to expand neighborhood vaccine sites to the Bayview, Excelsior, Visitacion Valley and other neighborhoods with the highest infection rates for COVID-19 and limited access to health care services. Additionally, the City is partnering with Safeway pharmacies to bring vaccines to various neighborhoods.

On January 22nd, the City launched the City College of San Francisco vaccination site, which

is the first high-volume vaccination site in San Francisco and will serve as many as 3,000 people per day when supply increases. This site, along with others announced at the Moscone Center and the SF Produce Market in the Bayview, will be able to accommodate over 10,000 vaccinations per day once vaccine supply, which remains extremely limited, increases. These high-volume sites were chosen in part for their proximity to neighborhoods in the southeastern part of the City that have been most heavily impacted by COVID. These sites will serve anyone, regardless of their health coverage status or provider.

“Today is an important milestone in our fight to combat COVID-19 and it is because of our collective partnership and trust in each other that we are able to bring forth vaccines directly to a population that has been painfully and disproportionately impacted through this pandemic,” said Jon Jacobo, Health Committee Chair of the Latino Task Force.

The distribution of a national vaccine during a pandemic is an unprecedented event, and the Department of Public Health is partnering with healthcare providers to have as many people vaccinated as fast as possible, while following the federal and state guidelines for prioritization. In the meantime, it is critical that all San Franciscans continue to follow all public health recommendations to wear a mask when not in your home, cough into your elbow, wash your hands, keep 6 feet from others whenever you must be in public places and help your local health department collect information to inform people of possible infection. These steps will help protect you and those around you while COVID-19 is circulating, and, along with the vaccine, will be essential to ending the pandemic.

Anyone who works or lives in San Francisco can sign up for a notification when they are eligible for vaccination at [SF.gov/vaccinenotify](https://sf.gov/vaccinenotify). The City will continue to provide regular updates to the public about the vaccine in San Francisco at: [SF.gov/covidvaccine](https://sf.gov/covidvaccine).

###

From: [Mchugh, Eileen \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#); [BOS-Administrative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Young, Victor \(BOS\)](#); [PEARSON, ANNE \(CAT\)](#); [Kittler, Sophia \(MYR\)](#); [Peacock, Rebecca \(MYR\)](#)
Subject: Mayoral Nomination - Commission on Community Investment and Infrastructure)
Date: Monday, February 1, 2021 10:31:00 PM
Attachments: [Clerk's Memo 2.1-2021.pdf](#)
[2021-Efrem Bycer-OCII-Appt Letter.pdf](#)
[2021-Efrem Bycer-Resume.pdf](#)
[2021-Efrem Bycer-Draft F700.pdf](#)

Hello,

The Office of the Mayor submitted the attached complete nomination package. Please see the memo from the Clerk of the Board for more information and instructions.

Thank you,

Eileen McHugh
Executive Assistant
Board of Supervisors
1 Dr. Carlton B. Goodlett Place, City Hall, Room 244
San Francisco, CA 94102-4689
Phone: (415) 554-5184 | Fax: (415) 554-5163
eileen.e.mchugh@sfgov.org | www.sfbos.org

BOARD of SUPERVISORS



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

MEMORANDUM

Date: February 1, 2021
To: Members, Board of Supervisors
From: *ACC* Angela Calvillo, Clerk of the Board
Subject: Nomination by the Mayor - Redevelopment Successor Agency Commission
(Commission on Community Investment and Infrastructure)

On January 28, 2021, the Mayor submitted the following complete nomination package pursuant to Ordinance No. 215-12. Nominations in this category are subject to confirmation by the Board of Supervisors (Board) and are not effective until acted upon by a majority of the Board.

- Efrem Bycer - term ending November 3, 2022

Pursuant to Rule 2.18.2 of the Board's Rules of Order, the Office of the Clerk of the Board has opened a hearing file and will work with the Rules Chair to schedule a hearing before the Rules Committee.

(Attachments)

c: Aaron Peskin - Rules Committee Chair
Alisa Somera - Legislative Deputy
Victor Young - Rules Committee Clerk
Anne Pearson - Deputy City Attorney
Sophia Kittler - Mayor's Legislative Liaison

OFFICE OF THE MAYOR
SAN FRANCISCO



LONDON N. BREED
MAYOR

Notice of Nomination of Appointment

January 28, 2021

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

Honorable Board of Supervisors,

Pursuant to California Health and Safety Code § 34173(g) and Ordinance No. 215-12, of the City and County of San Francisco, of the City and County of San Francisco, I make the following nomination:

Efrem Bycer, for appointment to the Successor Agency Commission (Commission on Community Investment and Infrastructure) for a four-year term ending November 3, 2022 to the seat formerly held by Marily Mondejar.

I am confident that Mr. Bycer will serve our community well. Attached are his qualifications to serve, which demonstrate how his appointment represents the communities of interest, neighborhoods and diverse populations of the City and County of San Francisco.

I encourage your support and am pleased to advise you of this appointment nomination. Should you have any question about this appointment nomination, please contact my Director of Commission Affairs, Tyra Fennell, at 415-554-6696.

Sincerely,

A handwritten signature in blue ink that reads "London N. Breed".

London N. Breed
Mayor, City and County of San Francisco

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#); [BOS-Administrative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Carroll, John \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#)
Subject: FW: OEWD Workforce Development Data Plan in Response to BLA Audit
Date: Tuesday, February 2, 2021 11:59:00 AM
Attachments: [image001.png](#)
[Cover Memo - OEWD Workforce Development Data Plan.pdf](#)
[OEWD Workforce Development Data Plan in Response to BLA Audit.pdf](#)

Hello Supervisors,

Please see attached report from OEWD for File No. 200925.

Regards,

Jackie Hickey
Board of Supervisors
1 Dr. Carlton B. Goodlett Place, City Hall, Room 244
San Francisco, CA 94102-4689
Phone: (415) 554-5184 | Direct: (415) 554-7701
jacqueline.hickey@sfgov.org | www.sfbos.org

From: Arce, Joshua (ECN) <joshua.arce@sfgov.org>
Sent: Monday, February 1, 2021 11:25 PM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Cc: Guma, Amanda (BUD) <amanda.guma@sfgov.org>; Xuereb, Cody (BUD) <cody.l.xuereb@sfgov.org>; Goncher, Dan (BUD) <dan.goncher@sfgov.org>; Akwa-Asare, Amabel (ECN) <amabel.akwa-asare@sfgov.org>; Pagan, Lisa (ECN) <lisa.pagan@sfgov.org>
Subject: OEWD Workforce Development Data Plan in Response to BLA Audit

Dear Clerk Calvillo and Members of the Board,

Pursuant to the Budget and Legislative Analyst's (BLA) Performance Audit of the City's Workforce Development and Pre-Apprenticeship Programs (BLA Audit) (August 30, 2020), OEWD hereby submits the attached OEWD Workforce Development Data Plan.

The Workforce Data Plan is responsive to BLA recommendations to present to the Board estimates of costs and proposed enhancements to, among other things, deduplicate client counts of workforce service recipients across City departments, integrate departmental data systems, and implementation of newly enacted unemployment data access laws.

As such, the Workforce Data Plan addresses the above listed data priorities and outlines investments towards the data infrastructure and staffing required to implement these recommendations.

For further questions, please contact Amabel Akwa-Asare, Director of Strategic Initiatives at Amabel.Akwa-Asare@sfgov.org.

Josh

Joshua Arce, Director of Workforce Development

Office of Economic and Workforce Development (OEWD), Workforce Division
City and County of San Francisco

INFORMATION FOR WORKERS AND BUSINESSES IMPACTED BY COVID19

www.oewd.org/covid19

OEWD Worker Information Line

415-701-4817 (7 days a week, multiple languages)

workforce.connection@sfgov.org

1 South Van Ness, 5th Fl., San Francisco, CA 94103

415.701.4861 (DIRECT) 415.701.4848 (MAIN) 415.701.4894 (FAX)

Joshua.Arce@sfgov.org

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 *please consider the environment prior to printing this email*



TO: Angela Calvillo, Clerk of the Board of Supervisors, and Members of the Board
FROM: Joshua Arce, Director of Workforce Development
Office of Economic & Workforce Development (OEWD)
DATE: January 31, 2021
RE: OEWD Workforce Development Data Plan in Response to BLA Audit

Pursuant to the Budget and Legislative Analyst's (BLA) Performance Audit of the City's Workforce Development and Pre-Apprenticeship Programs (BLA Audit) (August 30, 2020), OEWD hereby submits the attached OEWD Workforce Development Data Plan.

The Workforce Data Plan is responsive to BLA recommendations to present to the Board estimates of costs and proposed enhancements to, among other things, deduplicate client counts of workforce service recipients across City departments, integrate departmental data systems, and implementation of newly enacted unemployment data access laws.

As such, the Workforce Data Plan addresses the above listed data priorities and outlines investments towards the data infrastructure and staffing required to implement these recommendations.

For further questions, please contact Amabel Akwa-Asare, Director of Strategic Initiatives at Amabel.Akwa-Asare@sfgov.org.

Sincerely,

Joshua Arce
Director of Workforce Development





OEWD Workforce Development Data Plan in Response to BLA Audit

On August 3, 2020, the Budget and Legislative Analyst (BLA) published the Performance Audit of the City's Workforce Development and Pre-Apprenticeship Programs (BLA Audit). The Audit focuses on programs administered by the Office of Economic and Workforce Development (OEWD) and a number of the BLA recommendations are centered on improvements for data collection and data analysis:

- The BLA invited OEWD to present to the Board of Supervisors no later than January 31, 2021 an estimate of costs and proposed enhancements of the Annual Workforce Inventory, which collects client and outcome information from all City departments with workforce development programs. The recommended enhancements are aimed at including program-level client data and allowing an unduplicated client count of workforce service recipients across City departments, thus avoiding the currently unavoidable double-counting of clients across programs and departments.
- The BLA requested a Workforce Division data integration and management plan that would identify options for integrating and/or consolidating the Department's various data systems in order to reduce the need for maintaining multiple systems and avoid having to compile and combine data from multiple sources to get a comprehensive picture of the department's work and achievements.
- The BLA encouraged OEWD to ensure it has the legal, technical, and analytical capacity to receive, analyze and report new post-program employment data available under AB 593, a recently passed State law to give local workforce boards easier access to client data collected by the State of California Employment Development Department.

This report responds to the above listed data priorities identified by the BLA and outlines investments into data infrastructure and data staffing that are needed to equip OEWD with the ability to act on these recommendations. The total cost to implement the BLA's recommendation is between \$960,000 and \$1,300,000.

Citywide Workforce Alignment

The BLA team reviewed the work of the Committee on Citywide Workforce Alignment (CCWA), with a particular focus on its Annual Workforce Inventory. The BLA identified several areas for improvement that pertain to data collection and data analysis. In its analysis, the BLA team acknowledges the need for additional resources.



Recommendation 1.2: Work with the CCWA Data Working Group to expand the Annual Workforce Inventory to include program-level information and actual expenditures, as well as unduplicated client counts, where possible.

Recommendation 1.3: The Director of the Office of Economic and Workforce Development should present the estimated costs and a proposed implementation plan to enhance the Annual Workforce Inventory to the Board of Supervisors no later than January 31, 2021.

The City and County of San Francisco’s workforce development system (Workforce System) is comprised of nearly 300 programs across a minimum of 17 City agencies. OEWD, as the administrator of Citywide Workforce Alignment per San Francisco Administrative Code Chapter 30, is tasked with coordinating the Workforce System. As is best practice in community-based and place-based social service intervention, many City agencies contract with community-based organizations to administer these workforce development services. Those City agencies hold over 150 contracts with over 130 community-based organizations. As a result, City Agencies maintain significantly large, decentralized data sets across multiple data systems.

The Annual Workforce Inventory collects program inputs, outputs, and outcomes information for all of the aforementioned City workforce development programs in any given year. The BLA-recommended addition of program-level information and actual expenditures can be included with structural changes to the inventory format, and in fact such information was request in our January 19, 2021 Workforce Inventory survey request, therefore the need for additional resources is limited to the cost of more extensive analysis. Client deduplication, however, requires a different level of effort and investment.

Because of the fragmented nature of the Workforce System, the total clients in the Workforce Inventory are duplicated across departments, meaning that clients who accessed multiple programs are counted multiple times in the total client number. Deduplication of workforce clients across departments requires a significant investment of resources and needs to overcome a number of challenges such as privacy concerns, legal barriers, and lack of an existing unique identifier.

Deduplication of workforce client information across multiple systems may occur either post-services for research and evaluation purposes or during service delivery for client journey tracking and coordinated service delivery. The San Francisco Economic Recovery Taskforce recommendations support these efforts, recommending that OEWD “establish a comprehensive workforce development strategy, centralize the coordination of workforce development programs, and establish one point of information and entry for all of the City’s workforce development programs.” (Appendix E to the San Francisco Economic Recovery Taskforce Report – Recommendation 2.1.)

The latter would require a complete overhaul of the City's workforce development system akin to the coordinated entry efforts of recent years for homeless support services or, at a minimum, the development of a citywide unique identifier for every workforce system client and an integrated data collection system to capture the information. A unique identifier would be necessary because, for a variety of reasons, Social Security Numbers are not collected across all programs and thus an alternative combination of numbers and/or letters would be needed to identify individual clients. The benefit of this approach would be the ability to track every workforce system client as they apply for and receive services and use this information about client journeys to improve overall service delivery. However, the level of investment needed to accomplish this is substantial. An example for a project of similar nature is the Shared Youth Database: a partnership with SFHSA, DCYF, JPD, DPH, and SFUSD to link client data and provide real-time case coordination alerts. This project required 15 years to plan, build partnerships, overcome legal barriers, and develop the technology solution, and its scale represents about a third of the City's total annual workforce clients and a quarter of its workforce development departments.

A more expeditious option, and the one contemplated by the BLA in its audit, is to cross-reference, match, and deduplicate client-level information obtained from city departments during the established Annual Workforce Inventory process. To achieve this, city departments would have to share personally identifiable client information – preferably a Social Security Number (where available) to allow matching of client records from different departments in order to identify which clients are represented in multiple data sets. In cases where a Social Security Number is not part of the available client data, a combination of other identifiers such as name, date of birth, and address would need to be compared by probabilistic record linkage to verify client overlap. With this approach, the City would gain an understanding of how many unique workforce clients the City and County of San Francisco serves. However, it would not grant any insights into client journeys through the workforce system and would therefore not allow any analysis and recommendation on systemwide improvements.

To lay the groundwork for any deduplication and client data coordination effort, OEWD has incorporated a request for program-level information, data elements and existing client identifier conventions into the FY 2019-20 Workforce Services Inventory. This information will give OEWD a general understanding of the client data fields collected by individual departments, as well as identify existing efficiencies and opportunities to leverage existing methodologies. Next steps include:

- Analyzing which data fields to request from departments to allow for a data match,
- Negotiating data sharing agreements with departments
- Receiving and cleaning approximately 40,000 client records, and
- Developing the scripts and methods to match these records.

Additional staffing is required to conduct this scope of work. Specifically, an additional analyst (1823 classification) would be required to conduct the analysis of program-level information collected in the inventory and, more importantly, to move ahead with a data matching project. For the more extensive unified client system approach described previously, an additional technical project manager (1052 classification) would be needed to develop the necessary specifications and guide technology vendors.

While new staff positions are being evaluated and requisitioned, a viable interim solution would be to retain a consultant to provide independent evaluator services. The evaluator will lead multi-agency customer matching across non-standardized data sets for one fiscal year. They would be tasked with using probabilistic record linkage, or other appropriate methods, to support the Committee on Citywide Workforce Alignment with analysis of data to deepen the understanding of the participation and outcomes of Citywide workforce development programs.

As part of the contract scope, the consultant would be required to facilitate data sharing agreements across all departments, document all data matching steps and protocols, and make recommendations on how to move this body of work to an OEWD staff person who would replicate the work in future years, and possibly work towards creating an integrated client tracking solution. OEWD's proposed evaluator will need the technical capacity to match customer records across multiple data systems to determine system-wide unique client counts, to conduct system-wide evaluation and outcomes analysis using predetermined elements and metrics, and, based on this exploratory process, make recommendations for an integrated customer relationship management system to serve the larger City workforce development system. This project will require probabilistic record linkage of a minimum of 40,000 customer records within one fiscal year. The contract amount is estimated at \$150,000 - \$300,000.

Similarly to the BLA, the Economic Recovery Task Force (ERTF) also emphasized the importance of the City's workforce alignment efforts and recommended an expansion of the work scope that is complementary to any of the above described efforts of client deduplication and client tracking.

Summary of Resource Gaps:

- 1823 Administrative Analyst: \$101,036 - \$122,798 pay range
- 1052 Technical Project Manager: \$92,794 - \$116,714 pay range
- Independent evaluator contract: \$150,000 - \$ 300,000 estimated contract value (for one year while 1823 hiring is under way)

Data Integration and Data Management

The BLA pointed out that OEWD operates a number of data systems to collect and store client information and encouraged OEWD to assess options for integration and streamlining.

Recommendation 2.3: Direct the Data & Performance Manager to develop a Workforce Division data integration and management plan. In order to inform this plan, the Data & Performance Manager should identify options for integrating and/or consolidating the Department’s various data systems (i.e. from full integration to more flexible data sharing/exchanges), which balance upfront costs with potential resource savings/benefits from reduced use of manual workarounds and matching work.

OEWD’s Data and Performance Manager inventories, assesses, and aligns the department’s major client-centric data systems. Under their leadership, OEWD has seen significant progress over the last two years to review the state of existing data systems, standardize department data, and update business processes. Their review also catalogued a large variety of systems for a relatively small department, many of which are antiquated, lack interoperability, and need major upgrades. The Data and Performance Manager concluded that OEWD requires additional personnel with requisite expertise to systematically address these needs—needs which are expected to grow over time. Preliminary scoping indicates that a full-time Information Systems Administrator is required to address these large, complex, and ongoing systems needs.

OEWD’s systems are largely organized to address the needs of a specific funding source or program area, with little design dedicated to alignment or interoperability between OEWD programs and systems. The Workforce Central database (WFC) serves federal Workforce Innovation and Opportunity Act (WIOA) clients, the CitySpan Grant Management System (GMS) serves Community Development Block Grant clients, and the Workforce Manager module of LCPTracker serves OEWD’s CityBuild program. None of these systems is integrated with the others, and they are not currently constructed to readily produce offline data in alignment with the others. Some of these systems, like WFC, are antiquated *and* difficult to use for both OEWD staff and for OEWD service providers who enter client information into the database.

As OEWD’s Data and Performance Manager completes a full data integration and management plan, they highlight the following incremental priority improvements over the next few years that can be achieved largely through existing resources:

- Develop and publish dashboards for use by internal staff and external stakeholders that present key intermediate workforce program output indicators: enrollments, increased skills, program completion, and placement in employment or post-secondary education;
- Revise and standardize GMS client intake forms to collect consistent and comparable client data;

- Standardize program activity monitoring for OWED’s two primary data systems - Workforce Central and GMS;
- Identify options for storing and integrating workforce program data across OEWD’s three primary data systems;
- Revise, standardize, and streamline application processes for Workforce Programs across WIOA, AAG, and General fund grants;
- Standardize all data client collection for all OEWD administered workforce programs using a single uniform electronic and paper application;
- Identify methods for collecting client data that allow for data integration and reporting across the department’s three primary workforce programs data systems.

OEWD’s technology needs are projected to steadily grow as the agency works to refine client data reporting, increase responsiveness to data requests from City internal and external stakeholders, deepens data analysis that illuminates racial equity efforts, and gets access to more client information under AB 593 (further described in the next section). All of these efforts need to be aligned at the outset to prevent further stress to the Agency’s already fragmented systems administration.

Importantly, OEWD requires an IT Systems Administrator to shepherd the core systems and infrastructure transformations needed to refine and execute its data integration and management plan, and to make sure any preliminary improvements are coupled with the system maintenance required to avoid further system deterioration. The IT Systems Administrator will deploy their deeper set of technical skills to manage these efforts on an ongoing basis, as is done in similarly situated departments.

In fact, an examination of similarly sized or smaller city departments reveals OEWD’s staffing deficiency: HSH’s Data and Performance Team consists of 3-4 persons in 1822, 1823, and 1824 classifications and whose work is supported by both a Systems Administrator and IT staff of 5-7 people in 1091-1095 & 1054 classifications; DCYF, a department half the size of OEWD in terms of staffing, has 7 data analysts for evaluation and one IT manager. For comparison, OEWD has one 1824 Data and Performance Manager who oversees data systems and data evaluation for OEWS’s Workforce Division; he supervises two 1822 Data Specialists whose work is focused on verifying OEWD’s workforce client information and fulfilling reporting requirements vis-a-vis the State; for the Economic Development Division, the department has one 1824 Policy and Data Analyst who conducts data analysis for OEWD’s policy and legislative work.

Summary of Resource Gaps:

- 1053 IT Systems Administrator: \$107,406 - \$135,122 pay range
- Investments into technology upgrades (hardware and software) and technology vendor contracts: \$500,000 per year

AB 593

The BLA recognized OEWD's challenges to routinely obtain and analyze long-term retention data in targeted employment sectors, or wage data for program performance assessment. OEWD set out in its latest strategic plan to conduct ongoing advocacy to advance statewide local workforce boards' ability to access longitudinal data for targeted occupations to measure economic mobility and self-sufficiency.

Recommendation 2.1: Direct the Data & Performance Manager to coordinate with the California Employment Development Department to ensure OEWD has the legal, technical, and analytical capacity to receive, analyze and report new post-program employment data available under AB 593.

Passed in 2019, AB 593 (Carrillo) allows the chief elected official of local workforce areas to use confidential information obtained in Employment Development Department's (EDD) administration of the Unemployment Insurance Code, and to access any relevant quarterly wage data necessary for the evaluation and reporting of workforce program performance measures such as wage growth after program exit.

Federal and state confidentiality laws, regulations, and administrative policies classify all Employment Development Department (EDD) information provided pursuant to AB 593 as confidential. The federal and state laws prohibit disclosure of EDD's confidential information to the public and mandates its protection against loss and against unauthorized access, use, disclosure, modification, or destruction.

In order to reap the full benefits of AB 593 and be fully prepared to meet the additional security protocols required for handling the data, OEWD will need to make a number of investments into technology and staffing, most importantly hiring a privacy officer dedicated to information security and ensuring compliance with federal, state, and local privacy laws and regulations. Using existing resources, OEWD is developing and implementing administrative, management, and physical safeguards to protect EDD's confidential data in conformance with Federal and State law, and negotiation and execution of data sharing MOUs with EDD. Further, OEWD must adopt policies and procedures to ensure use of EDD's confidential information solely for purposes specifically authorized under AB 593—specifically the requirements of Title 20, Code of Federal Regulations §603.10 et al. OEWD must also take precautions to ensure that only authorized personnel are given access to physical, electronic, and online files.

In order to receive confidential information from EDD, a designated staff person must be responsible for *information protection-related* compliance oversight within the agency. This includes staff training, pre-publication reviews of studies, reviews of contracts and agreements with partners, investigating breaches, and related duties for implementing technical measures to

mitigate future breaches. Only upon safe receipt, securing, and scrubbing the wage base data in accordance with EDD guidelines, may OEWD then proceed to analysis and publication, which is a distinct but similarly un-resourced initiative.

OEWD believes that these responsibilities would be commensurate with an 1823 Senior Administrative Analyst who would focus on AB 593 implementation and would also support the entire department (inclusive of Workforce Development and Economic Development) with strategic guidance and directives on data-related security protocols and procedures.

Summary of Resource Gaps:

- 1823 Administrative Analyst: \$101,036 - \$122,798 pay range

Conclusion

The BLA has outlined a number of data-related recommendations. OEWD agrees with the suggestions and is interested in implementing them. However, because of OEWD’s historic lack of data resource investments and staffing, the department does not have adequate staffing. OEWD is under-resourced compared to similarly situated departments charged with similar initiatives, and addressing these resource gaps will better equip OEWD to optimize data access and security, deepen data analysis, and increase responsiveness to data requests.

OEWD projects these corresponding resource needs as follows:

BLA Recommendation	Corresponding Resource Need	Projected Cost
Recommendation 1.2 & 1.3	Independent Evaluator Contract	\$150,000 - \$ 300,000 estimated contract value
	1823 Administrative Analyst	\$101,036 - \$122,798 pay range
	1052 Technical Project Manager	\$92,794 - \$116,714 pay range
Recommendation 2.3	1053 IT Systems Administrator	\$107,406 - \$135,122 pay range
	Technology Cost	\$ 500,000 per year
Recommendation 2.1	1823 Administrative Analyst	\$101,036 - \$122,798 pay range

The total cost to implement the BLA’s recommendation is between \$960,000 and \$1,300,000.

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#); [BOS-Administrative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Hickey, Jacqueline \(BOS\)](#)
Subject: FW: Issued: Vehicle Triage Center One-Year Evaluation
Date: Monday, February 1, 2021 6:47:00 PM

From: San Francisco Controller's Office Reports <controller.reports@sfgov.org>
Sent: Monday, February 1, 2021 2:54 PM
To: Mchugh, Eileen (BOS) <eileen.e.mchugh@sfgov.org>
Subject: Issued: Vehicle Triage Center One-Year Evaluation

In November 2019, the Department of Homelessness and Supportive Housing (HSH) launched a pilot Vehicle Triage Center (VTC) in Supervisorial District 11. The VTC had 29 parking spots for passenger and recreational vehicles (RV), and households could stay in their vehicles at the site or leave their cars while accessing other services. According to City ordinance, the Controller's Office, in collaboration with HSH, is required to report on key data about the VTC after its first year of operation.

- The VTC served 75 individuals in its first year, with two-thirds staying in an RV while at the site.
- 30 households comprising 44 individuals exited the VTC during the year, with 11 individuals exiting to housing. Over half the exits (57% were either voluntary abandonment or denials of service).
- The VTC averages \$105 in operating expenses per parking spot per night.
- VTC clients surveyed view the program as a safe, secure location for overnight parking.

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This is a send-only email address.

For questions about the report, please contact Bryan Okelo at bryan.okelo@sfgov.org.

For media queries, please contact Communications Manager Alyssa Sewlal at alyssa.sewlal@sfgov.org or (415) 694-3261.

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OFFICE OF THE CONTROLLER
CITY AND COUNTY OF SAN FRANCISCO

Ben Rosenfield
Controller
Todd Rydstrom
Deputy Controller

MEMORANDUM

TO: Board of Supervisors

FROM: Bryan Okelo, Performance Analyst
Laura Marshall, Project Manager
Peg Stevenson, City Performance Director

CC: Angela Calvillo, Clerk of the Board
Abigail Stewart-Kahn, Interim Director, Department of Homelessness and Supportive Housing
Dylan Schneider, Manager of Policy and Legislative Affairs, Department of Homelessness and Supportive Housing

DATE: February 1, 2021

SUBJECT: **Vehicle Triage Center Evaluation**

BACKGROUND

The Department of Homelessness and Supportive Housing (HSH) operates a Vehicle Triage Center (VTC) in Supervisorial District 11. HSH launched this pilot project as part of the Safe Parking Program instituted by a City ordinance passed by the Board of Supervisors in April 2019. According to the ordinance, a VTC is a facility or location where homeless persons residing in a vehicle may be given a license to park and sleep in their vehicles while they are assessed by HSH staff for eligibility for City services and programs. The City ordinance requires an evaluation report on the VTC to be jointly developed between the Controller's Office and HSH and submitted to the Board of Supervisors once the center has been in operation for one calendar year.

What is the Vehicle Triage Center?

The VTC began operations in November 2019. The VTC is located in a parking lot at 2340 San Jose Avenue and includes parking spots for approximately 29 passenger vehicles and recreational vehicles (RVs). Guests can either park their vehicle within the VTC parking lot and remain sleeping in their vehicle while accessing case management and other stabilization services or store their vehicles at the site while accessing other services within the Homelessness Response System such as Temporary Shelter. HSH did not establish a cap on the length of stay during the pilot.

HSH contracted with a nonprofit service provider to operate the facility. That contractor provides 24/7 site monitoring, unarmed security, and practitioners on site to address guest needs. Site operation also includes subcontracted laundry and shower facilities.¹ In addition to contracted site operation, HSH provided case management services via the SFHOT² case management team. Case management was not explicitly funded via the ordinance but was delivered by existing staff in addition to other assignments. Case management services include supporting guests to access the Homelessness Response System, conducting assessments, and engaging in exit planning and other service linkage.

Guests access the site via referrals from SFHOT. Adult and Family Access Points may contact SFHOT if they identify clients who are living in vehicles who may be an eligible candidate for the VTC. SFHOT used the 311 application to identify where individuals living in vehicles in need of outreach may be located.³ SFHOT conducted outreach among people living in vehicles citywide, and prioritized intakes for households living in Supervisorial District 11. Prior to launching outreach efforts, HSH coordinated a community process to identify locations and individuals that should receive outreach for the site.

Evaluation Methodology

The Board of Supervisors required several key data points for evaluation and the Controller's Office worked with HSH to develop an evaluation plan that addressed the interests of the Board as well as operational considerations that support HSH to refine and adapt the VTC program model as needed. The evaluation period is November 30, 2019 through November 30, 2020. The evaluation answers the following questions:

- Who did the VTC serve?
 - E.g., number of clients served, demographics, household characteristics, etc.
- What were the outcomes for VTC clients?
 - E.g., average length of stay, exit destinations, and service connections, etc.
- What were clients' perceptions and experiences of the VTC?
 - E.g., perceived value and quality of the VTC, feedback about the VTC, etc.
- Is the VTC model feasible and sustainable as a shelter setting?
 - E.g., cost effectiveness and operational advantages and disadvantages, etc.

The Controller's Office used the following data sources to answer the evaluation questions:

- VTC client records, with matching to HSH ONE System reports for supplemental information
- Program budgets and scopes of work
- Stakeholder Interviews with 1) HSH Program Manager/Clinical Team Lead, 2) Contracted Site Operator, 3) DPW Site Planning Lead and 4) Community Advisory Group Chair
- Guest survey administered to 15 guests by SFHOT case managers

¹ Provision of food is not a component of the VTC service model. As part of the COVID-19 emergency response, the City began delivering food to the site, funded either through donations or COVID-related resources.

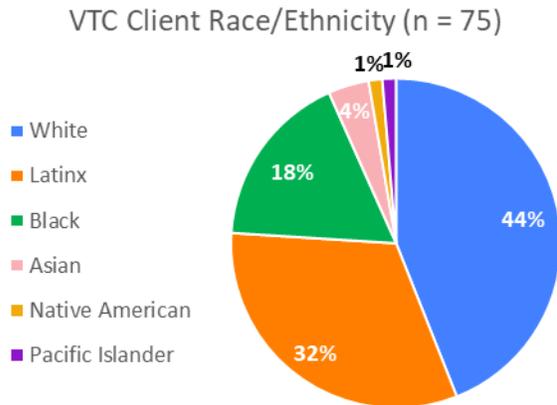
² The San Francisco Homeless Outreach Team (SFHOT) is a program of HSH with services and staffing provided through a contract with a nonprofit provider.

³ During the pilot, some guests may have been referred through non-standard processes, including self-referral. HSH assessed these non-standard referrals and some were approved to be placed on the wait list.

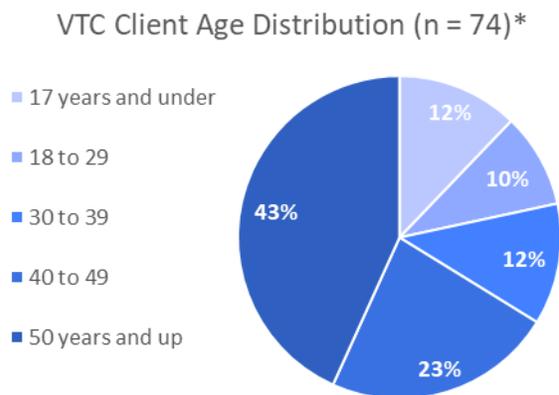
ANALYSIS

Clients Served by the VTC

In its first year of operation from November 2019 to November 2020, the VTC served a total of 75 individuals.



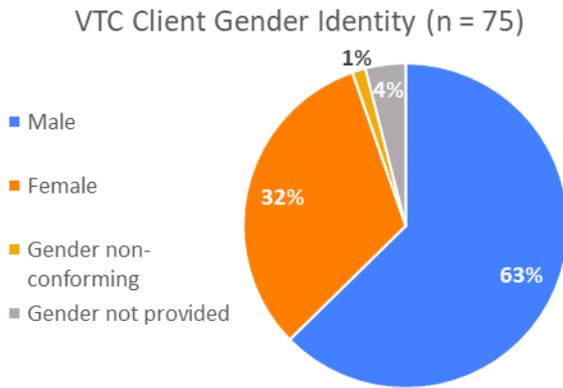
The 2019 Point-in-Time (PIT) Count⁴ estimated that 15-18% of homeless individuals have an ethnicity of Hispanic/Latinx and 37% have a race of Black or African American. However, the PIT Count uses a two-question method for assigning race and ethnicity, while the VTC uses a combined race/ethnicity question. As such we cannot accurately compare race and ethnicity demographics of VTC residents to the PIT Count. These comparisons are provided for context only.



VTC clients trend slightly older than the general homeless population, and they are most likely to be seniors (50+ years old). The 2019 PIT Count found that approximately 35% of surveyed individuals were over age 50, whereas 43% of VTC guests are 50+.

*one client's age could not be verified.

⁴ https://hsh.sfgov.org/wp-content/uploads/2020/01/2019HIRDReport_SanFrancisco_FinalDraft-1.pdf

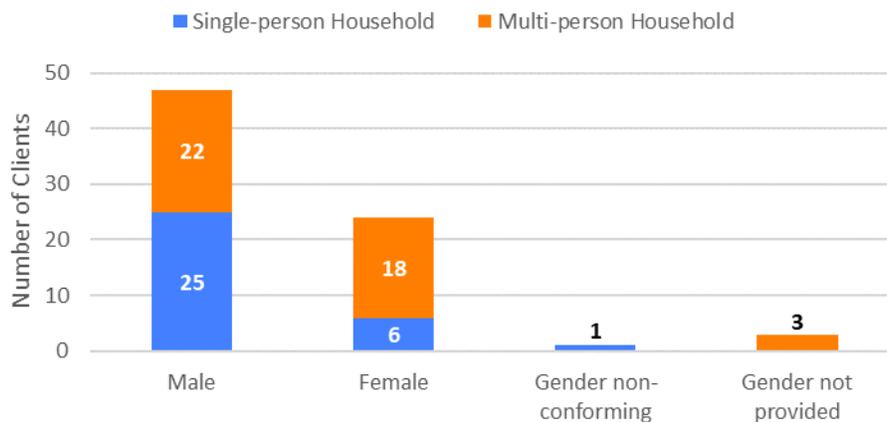


VTC clients are more likely to be male (almost 2-to-1 male-to-female ratio).

Nine clients (12%) identify as Bisexual, Gay, Lesbian, Same-Gender Loving, Questioning, and/or Unsure. According to the 2019 PIT Count report, "it is estimated that 12% of San Francisco's population identifies as LGBTQ+; 27% of survey respondents identified as LGBTQ+."⁵

Single-person households are defined as households comprising a single adult client. Multi-person households are those comprising at least one adult and one partner or minor. Male clients were almost evenly split between single-person and multi-person households (47% and 53%, respectively), while most female clients (75%) were living in a multi-person household while at the VTC.

VTC Client Gender Identity & Household Composition (n = 75)

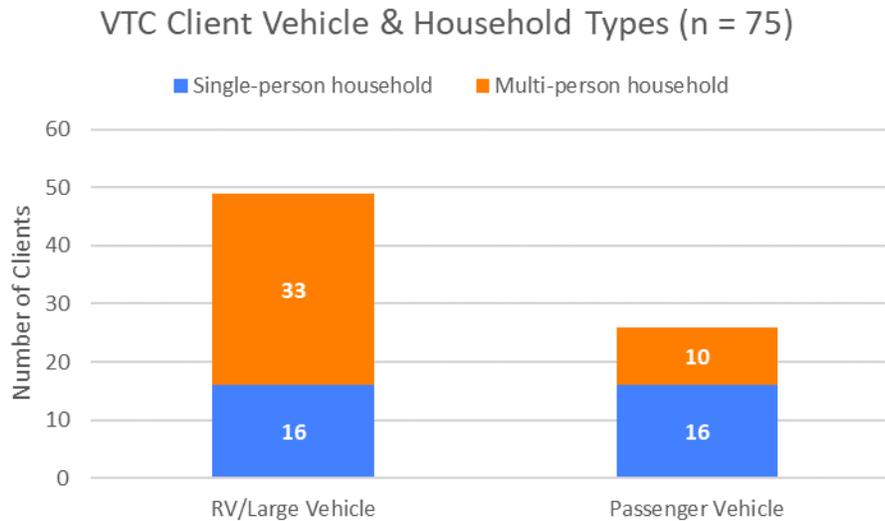


Two thirds of clients who entered the VTC were living in RV's or large vehicles. About 67% of households living in an RV or a large vehicle were multi-person households. The remaining third of VTC clients entered the site in passenger vehicles, with about 60% of these clients living alone.

During initial planning for the VTC, HSH hypothesized that half of the parking spots at the VTC would be reserved for clients staying on site, and the other half would be for clients whose vehicles are parked on site while they stay at another location. Because of this, the site was designed with a power grid that supplied electricity via outlets located only on one half of the site that is largely occupied by non-RV vehicles. However, during its first year of operations, a majority of guests remained on site and in their

⁵ Additionally, HSH's FY19-20 Sexual Orientation and Gender Identify (SOGI) Report showed that 5%-15% of clients in the Homelessness Response System identify as Bisexual, Gay, Lesbian, Same-Gender Loving, Questioning, and/or Unsure: https://hsh.sfgov.org/wp-content/uploads/2021/01/SOGI-Report_FINAL_HSH_FY19-20.pdf

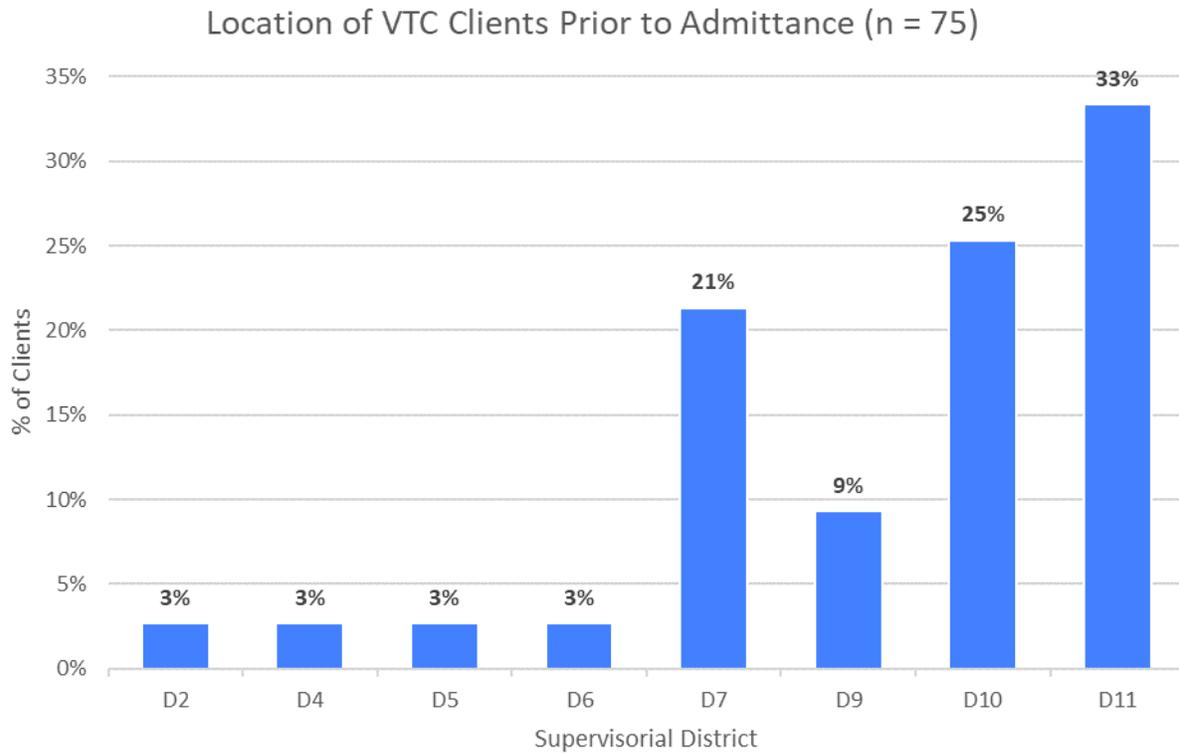
vehicles. Feedback from guests and staff indicate that additional power outlets would support both passenger vehicles and RVs and should be arrayed around the site, so as not to limit intakes based on vehicle type.



One third of clients who entered the VTC were living in Supervisorial District 11 prior to their stay at the site, making it the supervisorial district with the greatest representation in the client population. Significant portions of the client population also originated from Districts 7 and 10.

Client outreach, referral, and intake were largely managed by members of SFHOT. The Vehicle Encampment Resolution Team (VERT) within SFHOT distributed flyers across District 11 informing the general public about the site and contact information. This team also sought out potential clients during routine encampment resolution work. An announcement from the Mayor’s Office also publicized the program.

The VTC prioritized unsheltered individuals living in Supervisorial District 11 who were Housing Referral Status or eligible for housing via Care Not Cash and were willing to apply for benefits. Other target groups included unsheltered individuals with medical issues exacerbated by living in a vehicle, and those whose medical records could verify them as San Francisco residents.



The average period a client household waited in the VTC’s pre-admission queue was 22 days. Admission was slightly dependent on appropriate space becoming available; however, the wait time did not vary much between households living in RVs/large vehicles (24 days) and those living in passenger vehicles (21 days). One-third of households that stayed at the VTC were admitted with no wait time.

Client Outcomes

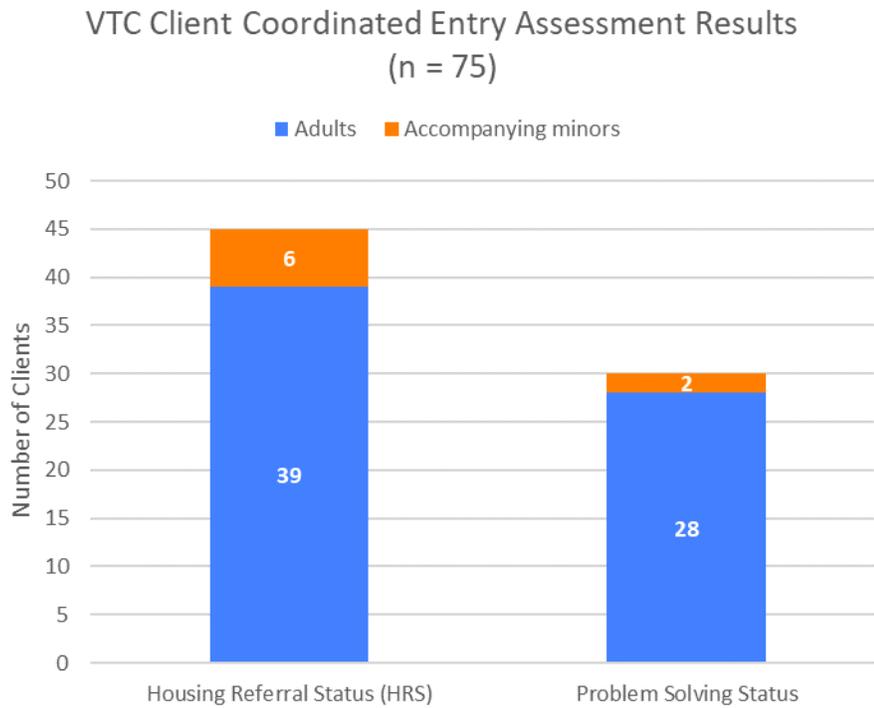
All adult clients were required to be assessed for housing prior to intake into the VTC. Coordinated Entry is a consistent intake process used by HSH to match individuals to available housing and resources. The assessment prioritizes people with longer durations of homelessness, more barriers to housing such as a history of eviction or incarceration, and greater vulnerability. Individuals who are not prioritized for a housing resource based on the Coordinated Entry assessment are referred to Problem Solving, an HSH program that seeks to help individuals resolve their homelessness outside of the formal response system, e.g., with small grants for rental assistance, one-time flexible grants or by connecting with family or friends for support. Because of their high level of vulnerability clients assessed as Housing Referral Status were given priority for intake into the VTC.

Assessment Results

Among the 75 guests at the VTC in its first year, 57% of adult clients were assessed as Housing Referral Status while remaining 43% of adult clients were assessed as Problem Solving Status.⁶ The chart below

⁶ The data source for this figure is the VTC client log, which may vary slightly from ONE System records.

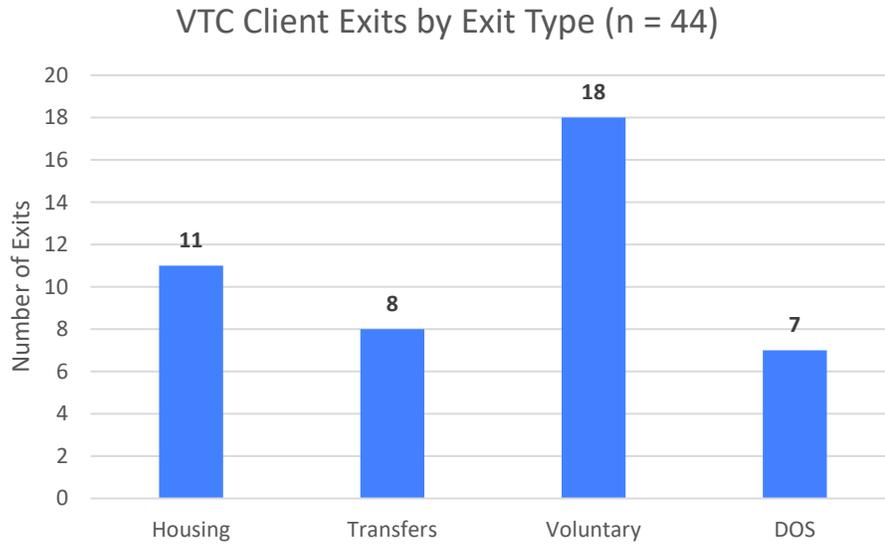
indicates the status of all household members, including accompanying minors (who receive the status of their adult head of household).



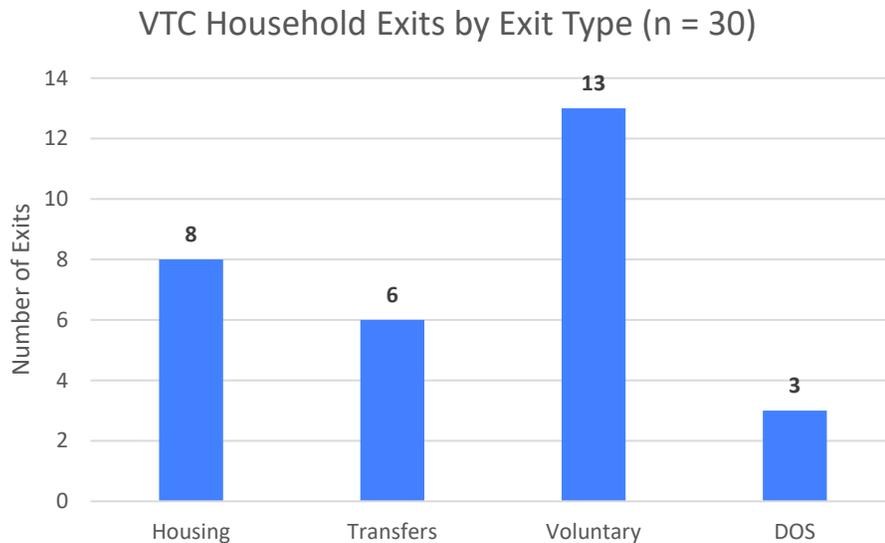
Clients who are Housing Referral Status (whether through an initial assessment or further vulnerability review) are eligible for a housing resource within the portfolio of subsidized housing. Problem Solving status work with case managers on strategies to end their homelessness via job placement, reconnection to families of origin, submitting referrals to the Mayor’s Office of Housing and Community Development for affordable housing, relocating to other cities, connecting to medical and/or behavioral health services, etc.

Client Exits

Among the 75 guests served at the VTC, 44 total guests (59%) exited during the year, representing 27 households. Of these exits, 25% of clients exited to housing, the majority of which was subsidized. Two of the exiting guests (one household) exited via Problem Solving. Eight guests had medical needs that could not be properly cared for while they resided in their vehicles. These guests were transferred from the VTC to a stabilization room or Shelter-in-Place hotel. Though they continued to receive case management services via SFHOT, they did not reside at the VTC, and are reflected as “transfers” in the data below.

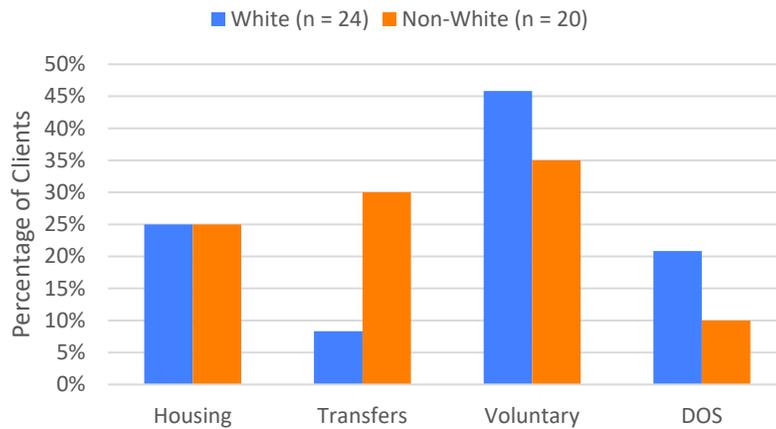


The majority of exits (57%) were either voluntary or denials of service (DOS). In voluntary exits, clients may or may not indicate a reason or destination and are most commonly noted as due to households leaving the site and not returning for more than 48 hours. Seven clients, representing three households, had a denial of service due to behaviors of one or more household members. Because households typically exit together, the chart above is replicated below showing the total exits by household as opposed to by client.



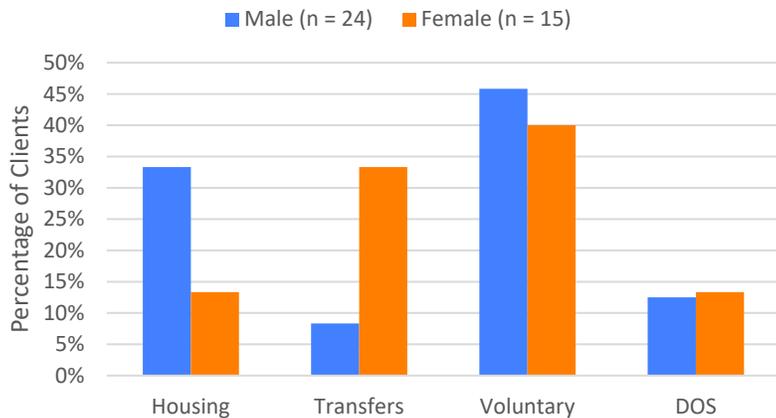
Over the VTC's first year, 73% of its white client population exited the program, compared to 48% percent of its non-white client population. White and non-white guests exited to housing at the same rate. However, white clients were more likely than non-white clients to exit due to denials of service or voluntary reasons.

VTC Client Exit Types and Race/Ethnicity*



Excluding minors—who only exit to follow their adult guardians—male clients that exit the program are over twice as likely as female clients to exit to housing (33% vs 13%). Female clients typically enter and exit the VTC with accompanying partners/children. All single adult female clients who exited the VTC (n=6) either transferred out of the program or voluntarily left.

VTC Adult Exit Types and Gender Identity*



*1 DOS exit not shown. Client gender was not provided.

Average Length of Stay

Clients who exited to housing had an average length of stay of 103 days. Clients who exited voluntarily or due to a DOS had an average length of stay of 39 days. The average length of stay among current clients is 214 days. Public health orders made in response to the COVID-19 emergency (including the closure of some government services like the Social Security Administration) have delayed the housing process, including gathering needed documentation, for Housing Referral Status guests. This may be impacting the observed length of stay among current guests who are identified as Housing Referral Status.

Program Costs

In its first year of operations, the City expended \$1,662,503 to establish and operate the VTC for 75 guests. This equates to \$22,166 per client served in the last year. Costs include \$552,783 in one-time capital expenditures made by DPW for site set-up and \$615,946 in ongoing site operations expenditures established as part of the contract with the site operator.

VTC Program Operating Costs	Total
Contractor Salaries	\$ 493,774
Operating, Subcontracts and Indirect Expenses	\$ 615,946
<i>Subtotal – Operating Costs</i>	<i>\$1,109,720</i>
VTC Capital Costs (one-time)	
DPW Site Set-Up Costs	\$552,783
<i>Subtotal – Capital Costs</i>	<i>\$552,783</i>
Total Costs – Year 1	\$1,662,503

One-time capital expenses include site construction, electrical and utility service setup, and rental of an office trailer, and water tanks.

Operating costs include salaries for contracted staff, costs associated with the subcontractors for other expenses such as phones and uniforms, and indirect costs. The site operator provides 24-hour staffing across three shifts: morning, swing, and night. Staff roles include a site supervisor and deputy supervisor as well as 6.5 full-time equivalent Parking Lot Practitioners to conduct guest engagement, ensure a clean and safe environment, collaboration with SFHOT on intakes and case management. There are typically two Parking Lot Practitioners on each shift.⁷

Considering just ongoing expenditures, the VTC costs \$14,796 per client served over its first year. It should be noted that the number of clients served in the first year was impacted by the COVID pandemic and may not represent the number of clients possible to be served in a year. Another way to evaluate costs is to assess it per parking spot. The VTC has 29 parking spots serving single and multi-person households. Operating costs total \$36,990 per spot, or \$101 per spot per night.

The costs listed above do not include the proportional costs associated with existing SFHOT case managers providing services to the site as part of their duties. HSH has indicated that it would contract for such services in any future sites. Using an existing Navigation Center contract

VTC Operating Costs

\$14,796 per client served in year one

\$38,266 per parking spot

\$105 per parking spot per night

Potential Cost of Case Management

\$4,500 per parking spot (estimate)

⁷ Program operating costs reflect negotiated rates for a single provider and may not reflect the cost to replicate the program, as other contracted providers may have varying salary rates or internal cost structures that would change the overall cost of the program.

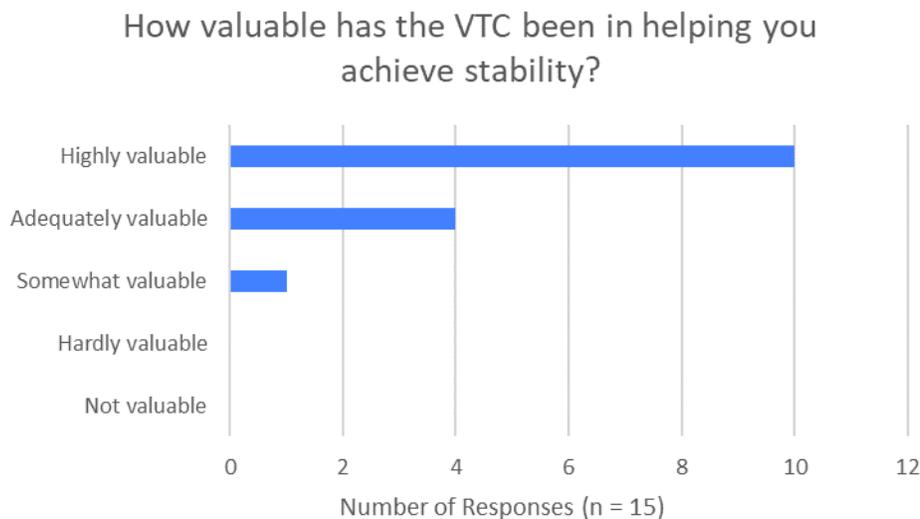
as a model, we estimate that incorporating case management support in a future VTC program could add up to \$4,500 per parking spot. The VTC includes 29 parking spots, and this model would have added approximately \$130,000 to the annual operating expense of the program.⁸

The Controller’s Office did not compare the cost of the VTC to other shelter settings, but further comparative analysis could support an assessment of cost effectiveness of the VTC. However, just seven of the total guests at the VTC (9%) had a shelter stay during the two years prior to the launch of the VTC pilot. As such, a comparative cost analysis should acknowledge the distinctions between settings and the clients likely to be served in each.

SUMMARY OF FEEDBACK

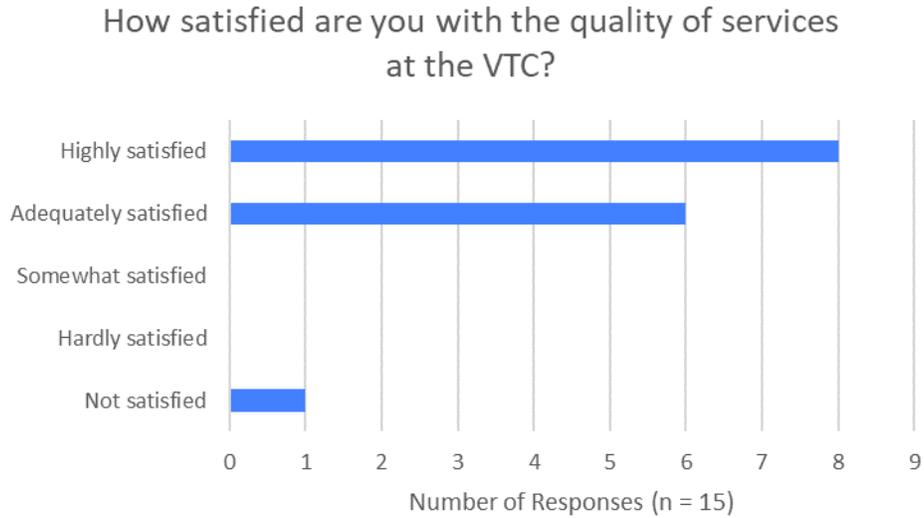
Client Feedback

The Controller’s Office designed a client survey in Survey Monkey which was administered by SFHOT case management team members to clients in English, Spanish and Tagalog. The survey had a 47% response rate (15 of 32 current VTC clients). The survey included structured and open-ended questions, which have been aggregated and summarized below.



Perceptions of the VTC program were generally positive with the majority respondents indicating that their stay at the VTC has been either highly or adequately valuable in helping them achieve stability. Clients reported that on-site staff are generally helpful, trustworthy, and they contribute to a positive atmosphere. Clients also generally reported that they felt the site was a safe, secure location both for sleeping overnight and for storing their vehicle/belongings. Shower and laundry services were also highlighted as positive aspects of the program.

⁸ The \$4,500 per spot cost is based on the FY19-20 contract budget of a navigation center operating with a 1:25 case manager to bed ratio, plus proportional clinical supervision. An alternate scenario would be to apply the SAFE Navigation Center model to a future VTC program, which operates at a 1:40 case manager to slot ratio, and if this model were applied, it would reduce the cost per spot estimate.



While clients mostly responded that they were highly or adequately satisfied with the quality of services at the VTC, there were some who expressed desires for better electricity and internet access across the site, as well as permanent showers and to be able to cook on-site. Some clients would also like for visitors to be allowed on-site.

Additional Operational Considerations

Interview participants and surveyed guests offered various points of feedback about the VTC that could inform HSH's and the City's decisions about site operations, and/or continuing or replicating the program model.

Cost Projections

Feedback from the DPW site planning lead indicated that site set-up costs depend on several factors including number and the types of parking spaces, the shape and size of the program's physical site, and the level and variety of care provided at the site. Site set-up costs cannot be uniformly predicted, and it is unclear how cost analysis presented in this evaluation would translate to new sites with varied set-up needs. This inability to directly scale costs may also apply to the level of staffing needed to keep a site safe and secure, which depends on lines of sight, number of access points and other site-specific issues.

Client-Centered Approach

Feedback suggests that the program model is client-centered and addresses a specific population's needs. Few guests used the traditional shelter system prior to staying at the VTC, indicating the site may serve a population not otherwise accepting shelter. Input from guests indicates they are satisfied with the services they receive, including positive feedback for the site operator's engagement with guests. For example, the site operator maintains a "client wish list" and connects with the VTC Community Working Group to facilitate donations of food, supplies, and other items to meet client needs.

Community Investment

HSH conducted a robust community engagement process for the Vehicle Triage Center. The process began with HSH working with the District Supervisor's office to identify and set up a meeting with community leaders. HSH complied with Prop I notification requirements including signage posted on the proposed site. A letter was sent to all residents and businesses within 200 feet of the proposed site that included an upcoming public meeting hosted by HSH, District Supervisor's Office and community leaders. Following the public meetings, HSH worked with the District Supervisor's Office to develop a Vehicle Triage Center Community Working Group that included some of the pre-identified community leaders as well as others in the district representing diverse stakeholder groups. This group met monthly starting in October 2019 with HSH, the District Supervisor's Office and the site provider to provide input and ensure commitments to the community and clients were being met. The Community Working Group also supported the Vehicle Triage Center through donations including holiday decorations and gifts, additional supplies during COVID-19 and provided connections to other resources within the district.

Feedback from the VTC Community Working Group community chair indicates that the VTC program benefited from early, community-driven community engagement. The community chair also reported that establishing a community leader as chair of the working group was effective at relieving neighbor's concerns about site safety and security and also promoted donation of supplies to the site.

Case Management Services

The original VTC model did not include case management services. However, the HSH program team identified a need for case management services when designing the program model of the VTC. For the pilot period, the VTC program relies on three case managers and one supervisor, all part of the SFHOT case management team to provide case management services to clients and connect them with housing services and/or benefit programs, including one case manager identified to address the needs of the LatinX population using the VTC. Case managers visit the site weekly or as needed to work with clients, as well as visiting guests who transferred from living in their vehicles to stabilization rooms or other settings to better manage health issues.

Case managers document client needs and support getting clients document ready and connect to the following services: application for public benefits such as general assistance, Supplemental Security Income (SSI), Social Security Disability Insurance (SSDI) and veterans' benefits; medical services provided by the Department of Public Health's Street Medicine team or other connection to health resources; and enrollment or applications for other affordable housing options.

Case managers support guests to access needed treatment services, including by coordinating with the site operator's on-site practitioners who may flag behavioral health issues clients are manifesting so that referrals to appropriate providers can be made. The site operator's staff addresses client issues and deescalates situations day to day, and the SFHOT case management team conducts additional interventions needed to keep the environment safe for all guests.

The Clinical Lead noted that most vehicularly housed clients want to access the VTC site for safety and respite from the day-to-day harassment and fear of and/or actual violence on the streets, stating that until this daily sense of survival is addressed it is difficult to imagine getting other "higher" needs met like medical and behavioral health. Once people are placed at the VTC, they are initially grateful and

then need to acclimate to the new environment and new case manager before starting to address issues they have had to neglect for survival while living unhoused. The VTC provides the safety and security necessary for attention to wellness to begin.

According to the Clinical Team Lead, finding appropriate housing for VTC guests can be difficult based on the preferences of these individuals. Many tend to live in remote areas of the city away from neighborhoods or busy streets, and guests report wanting similarly calm and quiet settings for housing. Those living in an RV may have their own bathroom, shower and kitchen and also want such amenities in their housing. According to the Clinical Team Lead, many guests at the VTC report that they do not want to live in an SRO in busy downtown areas, which encompasses many of the subsidized options. Case managers support guests staying at the VTC to identify and seek out appropriate housing options.

According to the Clinical Team Lead, due to COVID-19, case managers saw an increased need for addressing isolation and conflict, including domestic violence, as guests were asked to shelter in place and could not access clinics, libraries, restaurants and other places to have space away from their partners or other households. There were very few incidences of violence at the VTC due to the 24/7 onsite supervision provided by the site operator. Safety and having a no tolerance for violence policy was needed to keep the VTC a safe place for everyone.

The program team asserted in interviews that case management services provided as part of the VTC model are valuable and that any future VTC program should include funding case management as an integrated component of the program. As a comparison, Navigation Centers offer case management at a 20:1 ratio. While this ratio is lower than the VTC's pilot model using three SFHOT case managers across 29 households at the site at a given time, Navigation Center case managers are on site full time rather than visiting the site at key intervals. Additionally, HSH staff report that case management included as part of a service contract is better integrated with site monitors to deliver wrap-around guest services. Further analysis is necessary to determine the appropriate level and type(s) of services the VTC model should employ in order to best serve client needs, but it is HSH's recommendation to deliver such services as an embedded part of a site operation contract.

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#); [BOS-Administrative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#)
Subject: FW: 0000004818 Steam Pipe Repair at Larkin and McAllister - Emergency Construction Contract
Date: Tuesday, January 26, 2021 2:24:00 PM
Attachments: [0000004818 - Steam Pipe Repair at Larkin and McAllister Memo to Mayor, Board and Controller.pdf](#)

From: Washington, Ben (DPW) <ben.washington@sfdpw.org>
Sent: Tuesday, January 26, 2021 2:03 PM
To: Rosenfield, Ben (CON) <ben.rosenfield@sfgov.org>; Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>; Calvillo, Angela (BOS) <angela.calvillo@sfgov.org>
Cc: Burns, Alexander (DPW) <alexander.burns@sfdpw.org>; Pressas, William L. (DPW) <williaml.pressas@sfdpw.org>; Lam, Dennis (DPW) <dennis.lam@sfdpw.org>; Vafaei, Masoud (ADM) <Masoud.Vafaei@sfgov.org>; Degrafinried, Alaric (DPW) <alaric.degrafinried@sfdpw.org>
Subject: 0000004818 Steam Pipe Repair at Larkin and McAllister - Emergency Construction Contract

Greetings,

Please find the attached time-sensitive correspondence for the subject emergency construction contract.

Please confirm receipt of the attached memo. Public Works will be sending a hard copy of the attached memo to your offices. Feel free to contact me with any questions or concerns.

Regards,

Ben Washington
Contract Analyst

San Francisco Public Works
City and County of San Francisco
49 S. Van Ness Ave., Suite 1600
San Francisco, CA 94103
sfpublicworks.org · twitter.com/sfpublicworks



London N. Breed
Mayor

Alaric Degrafinried
Acting Director

49 South Van Ness Ave.
Suite 1600
San Francisco, CA 94103
(628) 271-2677

sfpublicworks.org
facebook.com/sfpublicworks
twitter.com/sfpublicworks

January 12, 2021

Mayor London Breed
City and County of San Francisco
City Hall, Rm. 200

The Honorable Board of Supervisors
City and County of San Francisco
City Hall, Rm. 244
Attention: Ms. Angela Calvillo, Clerk of the Board

Mr. Ben Rosenfield, Controller
City and County of San Francisco
City Hall, Rm. 316

Subject: Steam Pipe Repair at Larkin and McAllister

Dear Mayor London Breed, Members of the Board and Mr. Rosenfield:

An Emergency exists at the City owned steam distribution system (a.k.a., the Steam Loop) in the Civic Center Plaza due to the breakdown of underground steam piping resulting in severe steam leaks requiring immediate repair and replacement to safeguard the lives of the citizens.

This is a deteriorating eighty-year-old system used for delivering steam to City Hall, Family Courthouse, Dept. of Public Health Head Quarter and Bill Graham Civic Auditorium. Steam at these buildings is used for space heating and providing domestic hot water to restrooms. The section of piping that crosses Larkin street has developed severe underground leaks which have damaged the nearby AT&T Life Safety Communication Lines. This has created an emergency by leaving the downstream buildings without life safety communication connection to AT&T. This line has been shutdown to allow AT&T to perform required repairs to the life safety network and requires replacement and repairs before it can be reactivated for steam delivery to the buildings.

In addition, an alternative piping route in front of City Hall is currently being used for temporarily deliver of steam which also has severe leaks, ejecting steam from the sidewalk joints, street seamlines and utility access manholes. This alternative section of piping is creating a hazardous scalding situation for the public and steam supply to the building is at risk due to the imminent breakdown which would lead to complete closure of the aforementioned buildings.

A similar steam leak and a scalding incident on this distribution system was subject of legal proceeding against the City last year. The Larking Crossing Pipeline requires immediate emergency replacement and repairs to remove the scalding risk to the public and to allow AT&T's safe operation of the life safety communication network.

San Francisco Public Works' internal order is attached for your reference which explains the necessity for immediate action. Public Works has retained the services of A. Ruiz Construction Co., & Assoc., Inc. to immediately begin the work. The cost for the work is currently anticipated to be \$275,271.70.

Sincerely,

DocuSigned by:
 2/2021 | 8:37:07 PM PST
8179336C84404A5...
Alan DeLeon

Acting Director of Public Works

Enclosures: Public Works Order



San Francisco Public Works
General – Director's Office
City Hall, Room 348
1 Dr. Carlton B. Goodlett Place, S.F., CA 94102
(415) 554-6920 www.SFPublicWorks.org

Public Works Order No: 204145

**CITY AND COUNTY OF SAN FRANCISCO
SAN FRANCISCO PUBLIC WORKS
EMERGENCY DECLARED AND CONTRACT AWARDED**

An **Emergency** exists at the City owned steam distribution system (a.k.a., the Steam Loop) in the Civic Center Plaza due to the breakdown of underground steam piping resulting in severe steam leaks requiring immediate repair and replacement to safeguard the lives of the citizens.

This is a deteriorating eighty-year-old system used for delivering steam to City Hall, Family Courthouse, Dept. of Public Health Head Quarter and Bill Graham Civic Auditorium. Steam at these buildings is used for space heating and providing domestic hot water to restrooms. The section of piping that crosses Larkin street has developed severe underground leaks which have damaged the nearby AT&T Life Safety Communication Lines. This has created an emergency situation by leaving the downstream buildings without life safety communication connection to AT&T. This line has been shutdown to allow AT&T perform required repairs to the life safety network and requires replacement and repairs before it can be reactivated for steam delivery to the buildings.

In addition, an alternative piping route in front of City Hall is currently being used for temporarily deliver of steam which also has severe leaks, ejecting steam from the sidewalk joints, street seamlines and utility access manholes. This alternative section of piping is creating a hazardous scalding situation for the public and steam supply to the building is at risk due to the imminent breakdown which would lead to complete closure of the aforementioned buildings.

A similar steam leak and a scalding incident on this distribution system was subject of legal proceeding against the City last year. The Larking Crossing Pipeline requires immediate emergency replacement and repairs to remove the scalding risk to the public and to allow AT&T's safe operation of the life safety communication network.

Therefore, in order to move forward with the project **an Emergency is declared to exist** under the provisions of Section 6.60 of the San Francisco Administrative Code, and

A Ruiz Construction Co. & Assoc., Inc.
1601 Cortland Ave.
San Francisco, CA 94110
Supplier ID: 000003434

is hereby awarded a contract to excavate, replace the faulty piping section, repair the plumbing system in Manhole #3 and restore the street and sidewalk surfaces at the corner of Larking and McAllister for the steam distribution system operated by the Real Estate Division at a cost not to exceed **\$275,271.70**.

Contractor shall indemnify and hold harmless the City & County of San Francisco, its officers, agents and employees and furnish certificates of insurance protecting Contractor, any sub-contractors and the City & County of San Francisco and its officers, agents and employees against claims arising out of work performed pursuant to this order with the City & County of San Francisco, its officers, agents and employees named as additional insureds.

Commercial General Liability Insurance with limits not less than \$1,000,000 each occurrence, and \$2,000,000 general aggregate, combined single limit for bodily injury and property damage, including coverage for contractual liability, independent contractors, explosion, collapse and underground (XCU), personal injury, broadform property damage and completed operations.

Commercial Automobile Liability Insurance with limits not less than \$1,000,000 each occurrence combined single limit for bodily injury and property damage, including owned, hired or non-owned vehicles, as applicable.

Workers' Compensation, in statutory amount, including Employers' Liability coverage with limits not less than \$1,000,000 each accident, injury or illness.

DISTRIBUTION:

PM: William.Pressas@sfdpw.org;

BBR: Kevin.Sporer@sfdpw.org;

Deputy Director: Carla.Short@sfdpw.org

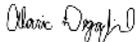
Public Affairs: Jennifer.Blot@sfdpw.org

K2Systems: K2Systems@sfdpw.org

Contract Admin: ContractAdmin.Staff@sfdpw.org;

X

DocuSigned by:



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Acting Director of Public Works

Office of the Treasurer & Tax Collector
City and County of San Francisco



José Cisneros, Treasurer

January 8, 2021

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

Re: Annual Report to the Board of Supervisors
2019 Payroll Expense Tax Credit – Enterprise Zone

Dear Ms. Calvillo:

Attached is the annual report of businesses that were approved for the Enterprise Zone Tax Credit for the Payroll Expense Tax for the 2019 calendar year, pursuant to the provisions of the San Francisco Business and Tax Regulations Code.

Schedule A of the report summarizes for the 2019 and prior calendar years the number of businesses approved for the credit, the number of eligible employees, the total amount of the Enterprise Zone Tax Credit claimed, and the total Payroll Expense Tax forgone due to the credit. For the 2019 calendar year, twenty-nine (29) businesses were approved for the Enterprise Zone Tax Credit, and they claimed a total of \$52,151 in Enterprise Zone Payroll Expense Tax Credit, which represents \$52,151 in forgone Payroll Expense Tax. These businesses reported 76 employees who qualified for this tax credit.

The graphs attached in Schedule A summarize the Enterprise Zone Tax Credits and Payroll Expense Tax forgone for calendar years 2012 through 2019.

If you have any questions regarding this report, please contact me at david.augustine@sfgov.org.

Sincerely,

DocuSigned by:
David Augustine
56AB016E521C4B1...
David Augustine
Tax Collector

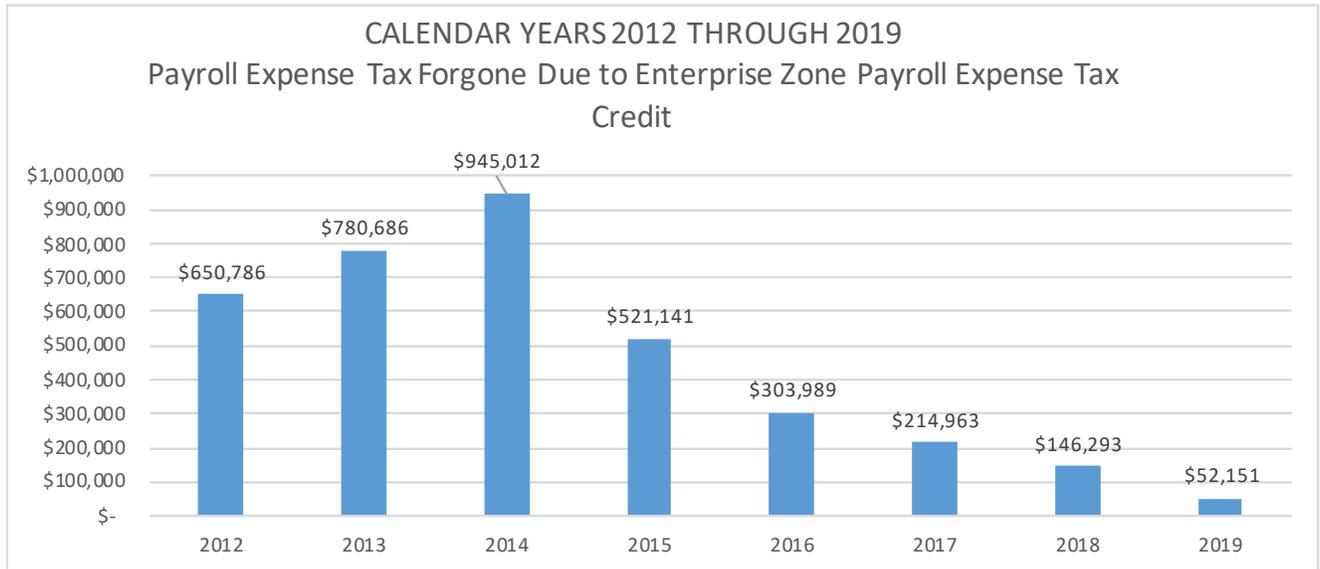
cc: José Cisneros, Treasurer
San Francisco Public Library

Attachment

**TAX COLLECTOR'S ANNUAL REPORT
ENTERPRISE ZONE PAYROLL EXPENSE TAX CREDIT
CALENDAR YEARS 2012 THROUGH 2019**

Schedule A

Year	Number of Businesses Approved	Number of Eligible Employees	Enterprise Zone Payroll Expense Tax Credit Claimed	Payroll Expense Tax Forgone Due to Enterprise Zone Payroll Expense Tax Credit
2012	162	891	\$ 681,531	\$ 650,786
2013	176	1,147	\$ 835,821	\$ 780,686
2014	206	1,366	\$ 949,877	\$ 945,012
2015	171	887	\$ 578,830	\$ 521,141
2016	145	595	\$ 339,229	\$ 303,989
2017	91	356	\$ 242,163	\$ 214,963
2018	46	174	\$ 146,638	\$ 146,293
2019	29	76	\$ 52,151	\$ 52,151
2018 to 2019 Change	(17)	(98)	\$ (94,487)	\$ (94,142)



Office of the Treasurer & Tax Collector
City and County of San Francisco



José Cisneros, Treasurer

January 8, 2021

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

Re: Annual Report to the Board of Supervisors
2019 Payroll Expense Tax Exclusion – Central Market Street & Tenderloin Area

Dear Ms. Calvillo:

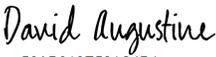
Attached is the annual report of businesses that were approved for the Central Market Street & Tenderloin Area Exclusion from the Payroll Expense Tax for the 2019 calendar year, pursuant to the provisions of the San Francisco Business and Tax Regulations Code.

Schedule A of the report summarizes for the 2019 and prior calendar years the number of businesses approved for the exclusion, the number of eligible employees, the total amount of the Central Market Street & Tenderloin Area Exclusion claimed, and the total Payroll Expense Tax forgone due to the exclusion. For the 2019 calendar year, three (3) businesses were approved for the Central Market Street & Tenderloin Area Exclusion, and they excluded a total of \$8,492,316 in payroll expense, which represents \$32,271 in forgone Payroll Expense Tax. These businesses reported a total of 116 employees that qualified for the exclusion.

The graphs attached in Schedule A summarize the Central Market Street & Tenderloin Area Exclusion and Payroll Expense Tax forgone for calendar years 2011 through 2019.

If you have any questions regarding this report, please contact me at david.augustine@sfgov.org.

Sincerely,

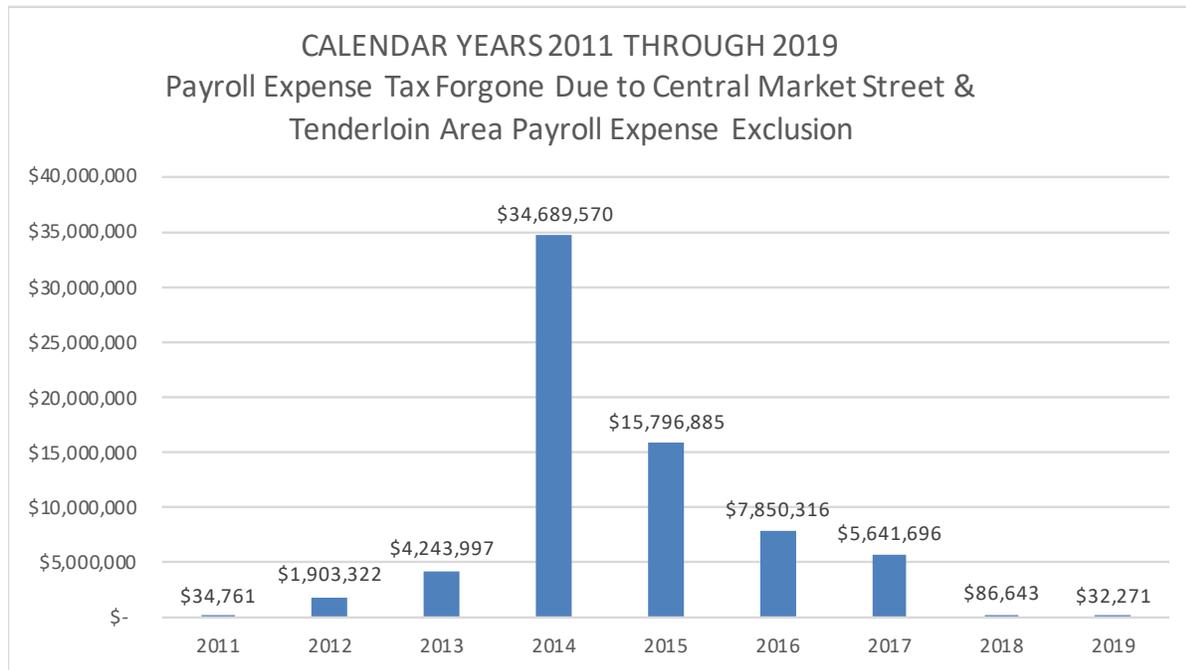
DocuSigned by:

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David Augustine
Tax Collector

cc: José Cisneros, Treasurer
San Francisco Public Library

Attachment

**TAX COLLECTOR'S ANNUAL REPORT
CENTRAL MARKET STREET & TENDERLOIN AREA PAYROLL EXPENSE TAX EXCLUSION
CALENDAR YEARS 2011 THROUGH 2019
Schedule A**

Year	Number of Businesses Approved	Number of Eligible Employees	Central Market Street & Tenderloin Area Payroll Expense Exclusion Claimed	Payroll Expense Tax Forgone Due to Central Market Street & Tenderloin Area Payroll Expense Exclusion
2011	2	131	\$ 2,317,422	\$ 34,761
2012	14	1,810	\$ 126,888,133	\$ 1,903,322
2013	11	2,722	\$ 282,933,151	\$ 4,243,997
2014	8	3,553	\$ 2,569,597,777	\$ 34,689,570
2015	8	3,878	\$ 1,359,456,580	\$ 15,796,885
2016	11	4,359	\$ 946,962,161	\$ 7,850,316
2017	9	3,743	\$ 793,487,443	\$ 5,641,696
2018	6	544	\$ 22,800,748	\$ 86,643
2019	3	116	\$ 8,492,316	\$ 32,271
2018 to 2019 Change	(3)	(428)	\$ (14,308,432)	\$ (54,372)



Office of the Treasurer & Tax Collector
City and County of San Francisco



José Cisneros, Treasurer

January 8, 2021

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

Re: Annual Report to the Board of Supervisors
2019 Payroll Expense Tax Exclusion – Biotechnology

Dear Ms. Calvillo:

Attached is the annual report of businesses that were approved for the Biotechnology Exclusion from the Payroll Expense Tax for the 2019 calendar year, pursuant to the provisions of the San Francisco Business and Tax Regulations Code.

Schedule A of the report summarizes for the 2019 and prior calendar years the number of businesses approved for the exclusion, the number of eligible employees, the total amount of Biotechnology Exclusion claimed, and the total Payroll Expense Tax forgone due to the exclusion. For the 2019 calendar year, three (3) businesses were approved for the Biotechnology Exclusion, and they excluded a total of \$19,010,144 in payroll expense, which represents \$72,239 in forgone Payroll Expense Tax. These businesses reported a total of 108 employees that qualified for the exclusion.

The graphs attached in Schedule A summarize the Biotechnology Exclusion and Payroll Expense Tax forgone for calendar years 2009 through 2019.

If you have any questions regarding this report, please contact me at david.augustine@sfgov.org.

Sincerely,

DocuSigned by:

56AB016E521C4B1...
David Augustine
Tax Collector

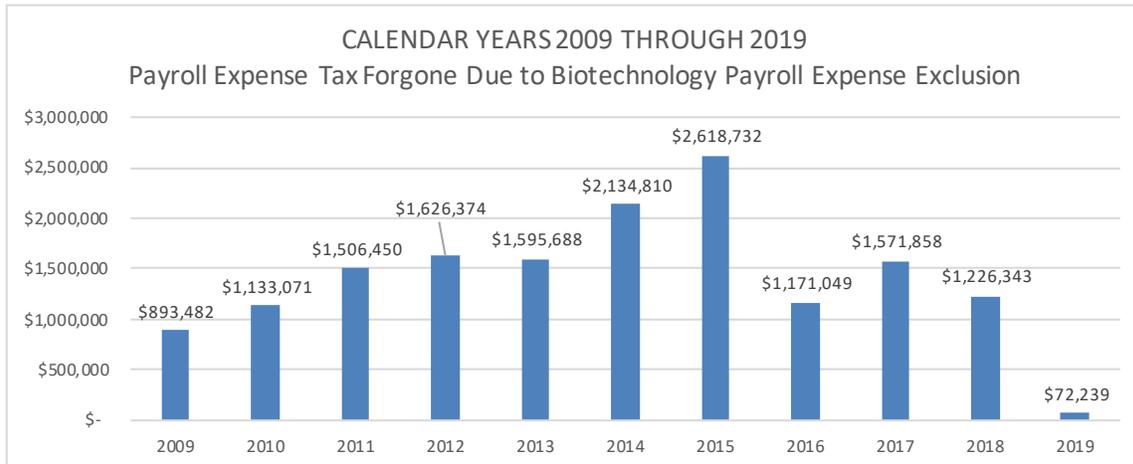
cc: José Cisneros, Treasurer
San Francisco Public Library

Attachment

**TAX COLLECTOR'S ANNUAL REPORT
BIOTECHNOLOGY PAYROLL EXPENSE TAX EXCLUSION
CALENDAR YEARS 2009 THROUGH 2019**

Schedule A

Year	Number of Businesses Approved	Number of Eligible Employees	Biotechnology Payroll Expense Exclusion Claimed	Payroll Expense Tax Forgone Due to Biotechnology Payroll Expense Exclusion
2009	11	565	\$ 59,790,369	\$ 893,482
2010	25	795	\$ 75,538,043	\$ 1,133,071
2011	28	706	\$ 100,429,983	\$ 1,506,450
2012	26	855	\$ 108,424,931	\$ 1,626,374
2013	20	702	\$ 106,379,195	\$ 1,595,688
2014	11	739	\$ 158,134,071	\$ 2,134,810
2015	12	943	\$ 225,364,162	\$ 2,618,732
2016	10	866	\$ 141,260,392	\$ 1,171,049
2017	7	596	\$ 221,077,012	\$ 1,571,858
2018	9	684	\$ 322,721,836	\$ 1,226,343
2019	3	108	\$ 19,010,144	\$ 72,239
2018 to 2019 Change	(6)	(576)	\$ (303,711,692)	\$ (1,154,103.98)



Office of the Treasurer & Tax Collector
City and County of San Francisco



José Cisneros, Treasurer

January 8, 2021

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

Re: Annual Report to the Board of Supervisors
2019 Payroll Expense Tax Exclusion – Clean Technology

Dear Ms. Calvillo:

Attached is the annual report of businesses that were approved for the Clean Technology Exclusion from the Payroll Expense Tax for the 2019 calendar year, pursuant to the provisions of the San Francisco Business and Tax Regulations Code.

Schedule A of the report summarizes for the 2019 and prior calendar years the number of businesses approved for the exclusion, the number of eligible employees, the total amount of Clean Technology Exclusion claimed, and the total Payroll Expense Tax forgone due to the exclusion. For the 2019 calendar year, twenty (20) businesses were approved for the Clean Technology Exclusion, and they excluded a total of \$64,232,242 in payroll expense, which represents \$244,083 in forgone Payroll Expense Tax. These businesses reported a total of 576 employees that qualified for the exclusion.

The graphs attached in Schedule A summarize the Clean Technology Exclusion and Payroll Expense Tax forgone for calendar years 2009 through 2019.

If you have any questions regarding this report, please contact me at david.augustine@sfgov.org.

Sincerely,

DocuSigned by:

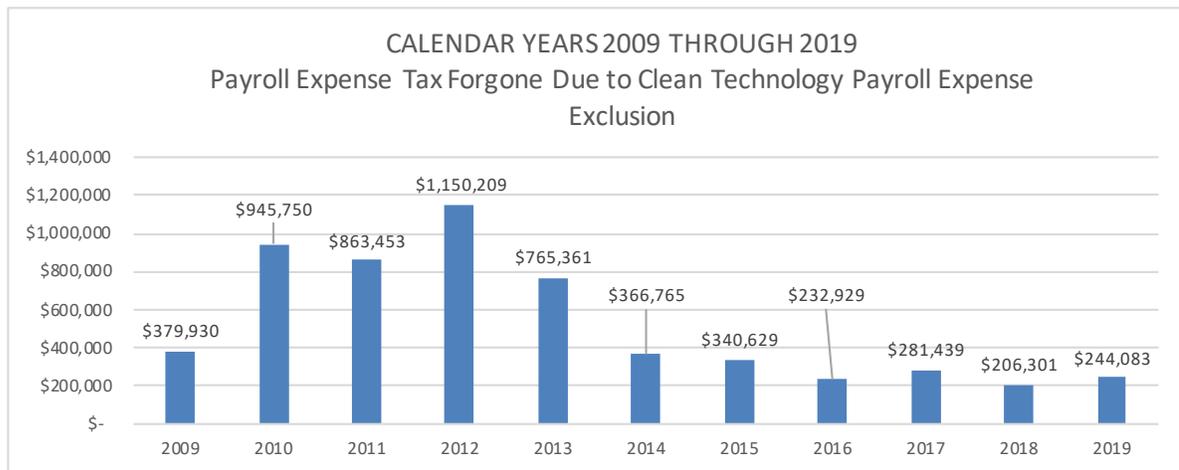
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David Augustine
Tax Collector

cc: José Cisneros, Treasurer
San Francisco Public Library

Attachment

**TAX COLLECTOR'S ANNUAL REPORT
 CLEAN TECHNOLOGY PAYROLL EXPENSE TAX EXCLUSION
 CALENDAR YEARS 2009 THROUGH 2019
 Schedule A**

Year	Number of Businesses Approved	Number of Eligible Employees	Clean Technology Payroll Expense Exclusion Claimed	Payroll Expense Tax Forgone Due to Clean Technology Payroll Expense Exclusion
2009	12	288	\$ 25,396,189	\$ 379,930
2010	20	525	\$ 63,049,995	\$ 945,750
2011	22	629	\$ 57,563,545	\$ 863,453
2012	22	720	\$ 76,680,630	\$ 1,150,209
2013	18	494	\$ 51,024,053	\$ 765,361
2014	12	295	\$ 27,167,766	\$ 366,765
2015	11	234	\$ 29,314,050	\$ 340,629
2016	13	218	\$ 28,097,569	\$ 232,929
2017	17	343	\$ 39,583,555	\$ 281,439
2018	22	469	\$ 54,289,773	\$ 206,301
2019	20	576	\$ 63,906,185	\$ 242,844
2018 to 2019 Change	(2)	107	\$ 9,616,412	\$ 36,543



From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#); [BOS-Administrative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Hickey, Jacqueline \(BOS\)](#)
Subject: FW: San Francisco Police - Chapter 96A Reporting Requirements - Extension Notification
Date: Wednesday, February 3, 2021 11:13:00 AM
Attachments: [2020_Q4_Letter_Extension.pdf](#)

From: Fountain, Christine (POL) <christine.fountain@sfgov.org> **On Behalf Of** Scott, William (POL)
Sent: Wednesday, February 3, 2021 11:03 AM
To: Calvillo, Angela (BOS) <angela.calvillo@sfgov.org>
Cc: Mchugh, Eileen (BOS) <eileen.e.mchugh@sfgov.org>; Oliva-Aroche, Diana (POL) <diana.oliva-aroche@sfgov.org>; McGuire, Catherine (POL) <catherine.mcguire@sfgov.org>; Cunningham, Jason (POL) <jason.cunningham@sfgov.org>
Subject: San Francisco Police - Chapter 96A Reporting Requirements - Extension Notification

Madam Clerk,

We respectfully request you share the attached letter with President Walton as well each Board member.

Thank you.

William Scott
Chief of Police
San Francisco Police Department
1245 3rd Street
San Francisco CA 94158
415.837.7000
christine.fountain@sfgov.org

CONFIDENTIALITY NOTICE: This communication and its contents may contain confidential and/or legally privileged information. It is solely for the use of the intended recipient(s). Unauthorized interception, review, use or disclosure is prohibited and may violate applicable laws, including the Electronic Communications Privacy Act. If you are not the intended recipient, please contact the sender and destroy all copies of the communication.



LONDON N. BREED
MAYOR

CITY AND COUNTY OF SAN FRANCISCO
POLICE DEPARTMENT
HEADQUARTERS
1245 3RD Street
San Francisco, California, 94158



WILLIAM SCOTT
CHIEF OF POLICE

February 2, 2021

The Honorable London N. Breed
Mayor, City and County of San Francisco
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

The Honorable Shamann Walton
President, Board of Supervisors
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

The Honorable Malia Cohen
President, Police Commission
1245 3rd Street
San Francisco, CA 94158

Director Sheryl Davis
Executive Director, Human Rights Commission
25 Van Ness Avenue, Suite 800
San Francisco, CA 94102

Director Shakirah Simley
Director, Office of Racial Equity
25 Van Ness Avenue, Suite 800
San Francisco, CA 94102

Dear Mayor Breed, Supervisor Walton, Commissioner Cohen, Director Davis, and Director Simley,

RE: Fourth Quarter 2020 Report per Chapter 96A, Law Enforcement Reporting Requirements and Crime Victim Data Reporting

The report required for submission per Chapter 96A to include reporting of officer activity (Chapter 96A.3, 96A.4) and crime victim data (Chapter 96A.5) will be delayed.

Your patience and consideration are greatly appreciated. The department anticipates this report will be completed and available within 14 days. If I can be of further assistance, please do not hesitate to contact me.

If you have any further questions, please do not hesitate to contact me or my staff, Director of Policy and Public Affairs, Diana Oliva-Aroche at diana.oliva-aroch@sfgov.org.

Sincerely,

WILLIAM SCOTT
Chief of Police

doa/cf

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#); [BOS-Administrative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Hickey, Jacqueline \(BOS\)](#)
Subject: FW: Rent Board Annual Report on Buyout Agreements
Date: Friday, January 29, 2021 4:31:00 PM
Attachments: [Annual Report on Buyout Agreements 2021.pdf](#)

Hello,

Please see the attached updated version of the Annual Report on Buyout Agreements.

Thank you,

Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
(415) 554-5184
(415) 554-5163 fax
Board.of.Supervisors@sfgov.org

Complete a Board of Supervisors Customer Service Satisfaction form by clicking
<http://www.sfbos.org/index.aspx?page=104>

From: Varner, Christina (RNT) <christina.varner@sfgov.org>
Sent: Friday, January 29, 2021 4:12 PM
To: Calvillo, Angela (BOS) <angela.calvillo@sfgov.org>
Cc: Mayor, MYR (MYR) <mayor@sfgov.org>; Walton, Shamann (BOS) <shamann.walton@sfgov.org>; Chan, Connie (BOS) <connie.chan@sfgov.org>; Stefani, Catherine (BOS) <catherine.stefani@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Mar, Gordon (BOS) <gordon.mar@sfgov.org>; Preston, Dean (BOS) <dean.preston@sfgov.org>; Haney, Matt (BOS) <matt.haney@sfgov.org>; Melgar, Myrna (BOS) <myrna.melgar@sfgov.org>; Mandelman, Rafael (BOS) <rafael.mandelman@sfgov.org>; Ronen, Hillary <hillary.ronen@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>; Docs, SF (LIB) <sfdocs@sfpl.org>; Mchugh, Eileen (BOS) <eileen.e.mchugh@sfgov.org>; Collins, Robert (RNT) <robert.collins@sfgov.org>
Subject: Rent Board Annual Report on Buyout Agreements

Dear Ms. Calvillo:

Pursuant to Section 37.9E(j) of the Rent Ordinance, Chapter 37 of the San Francisco Administrative Code, the Rent Board is providing its sixth annual report regarding implementation of Section 37.9E ("Buyout Ordinance"), which became operative on March 7, 2015. This report will be the fifth report to

cover a full calendar year and includes a list of all units that have been the subject of Buyout Agreements filed with the Department from January 1, 2020 through December 31, 2020.

Please don't hesitate to contact me should you have any questions.

Thank you,
Christina Varner

Christina A. Varner (she/her/hers)

Deputy Director

San Francisco Rent Board

25 Van Ness Avenue, Suite 320

San Francisco, CA 94102

(415) 252-4650 direct

(415) 252-4600 main/counseling line

christina.varner@sfgov.org

sfrb.org

City and County of San Francisco



DAVID GRUBER
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ARTHUR TOM
DAVID WASSERMAN

Residential Rent Stabilization and Arbitration Board

LONDON N. BREED
MAYOR

ROBERT A. COLLINS
EXECUTIVE DIRECTOR

January 29, 2021

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

Re: Rent Board Annual Report on Buyout Agreements

Dear Ms. Calvillo:

Pursuant to Section 37.9E(j) of the Rent Ordinance, Chapter 37 of the San Francisco Administrative Code, the Rent Board is providing its sixth annual report regarding implementation of Section 37.9E ("Buyout Ordinance"), which became operative on March 7, 2015. This report includes a list of all units that have been the subject of Buyout Agreements filed with the Department from January 1, 2020 through December 31, 2020.

Data Reported from Filings Under Section 37.9E

During the period of January 1, 2020 through December 31, 2020, a total of 615 Declaration of Landlord Regarding Service of Pre-Buyout Negotiations Disclosure Forms ("Declarations") were filed with the Department. During the same period, a total of 333 Buyout Agreements were filed with the Department. These documents are available for public viewing via a searchable database at the Rent Board's office as required by Section 37.9E(i).

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The following list shows the total number of Declarations and Buyout Agreements filed with the Department during the reporting period, organized by zip code/neighborhood:

Zip Code/Neighborhood	Declarations Filed	Buyout Agreements Filed
94102 – Civic Center	18	9
94103 – South of Market	17	19
94104 – Downtown	0	0
94105 – Embarcadero	1	1
94107 – Potrero	16	10
94108 – Chinatown	5	4
94109 – Tenderloin	48	22
94110 – Mission	120	59
94111 – Financial District	1	1
94112 – Ingleside	37	15
94114 – Eureka Valley	35	24
94115 – Western Addition	29	15
94116 – Parkside	31	13
94117 – Haight-Ashbury	47	28
94118 – Inner Richmond	31	17
94121 – Outer Richmond	24	11
94122 – Sunset	40	18
94123 – Marina	25	18
94124 – Bayview	13	7
94127 – West Portal	9	3
94131 – Diamond Heights	15	13
94132 – Lake Merced	6	1
94133 – North Beach	27	15
94134 – Portola	19	10
94158 – Mission Bay	1	0
Totals	615	333

A list of all rental units that have been the subject of Buyout Agreements filed with the Rent Board between January 1, 2020 and December 31, 2020 is attached to this report in accordance with Section 37.9E(j).

This report on Buyout Agreements can be found on our website under "Statistics," using the link entitled "Annual Buyout Agreements Report." Please call me at 252-4628 should you have any questions regarding this report.

Sincerely,



Robert A. Collins
Executive Director
Residential Rent Stabilization and Arbitration Board

Mayor London N. Breed
Supervisor Shamann Walton
Supervisor Connie Chan
Supervisor Catherine Stefani
Supervisor Aaron Peskin
Supervisor Gordon Mar
Supervisor Dean Preston
Supervisor Matt Haney
Supervisor Myrna Melgar
Supervisor Rafael Mandelman
Supervisor Hillary Ronen
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Commissioner David G. Gruber
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Commissioner Richard Hung
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Commissioner Ashley Klein
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Commissioner Arthur Tom
Commissioner David Wasserman
Library Documents Dept.



**Residential Rent Stabilization and Arbitration Board
City & County Of San Francisco**

***Buyout Ordinance Annual Report
Total Number of Buyout Agreements Filed - 333***

1/1/2020 Through 12/31/2020

Date Filed	Buyout ID	Property Address	Zip Code	# of Buyout Agreements
94102				9
1/24/2020	B200220	300 Buchanan Street, #407	94102	
2/14/2020	B200336	355 Grove Street, #5	94102	
4/30/2020	B192015	242 Powell Street, #404	94102	
6/18/2020	B200919	535 Taylor Street, #602	94102	
7/20/2020	B200663	368 Elm Street, #104	94102	
9/14/2020	B200971	506 Grove Street, #201	94102	
11/20/2020	B201239	438 O'farrell Street, #204	94102	
11/23/2020	B201023	248 Taylor Street, #302	94102	
12/30/2020	B201512	535 Taylor Street, #404	94102	
94103				19
1/6/2020	B192440	280 Dolores Street	94103	
4/2/2020	B200222	469 Clementina Street, #8	94103	
4/6/2020	B193174	1540 15th Street	94103	
4/23/2020	B200323	61 Woodward Street	94103	
6/5/2020	B201025	65 Guerrero Street, #6	94103	
7/24/2020	B170073	1472 15th Street, #one Bedroom	94103	
7/24/2020	B201161	1472 15th Street, #one Bedroom	94103	
8/11/2020	B201143	626 Natoma Street, #c	94103	
9/16/2020	B200658	226 6th Street, #309	94103	
9/21/2020	B191320	82 Woodward Street	94103	
9/30/2020	B200660	226 6th Street, #321	94103	
10/27/2020	B200974	270 Valencia Street, #205	94103	
10/29/2020	B201087	1339 Stevenson Street, #a	94103	
11/2/2020	B201607	49 Albion Street, #a	94103	
11/2/2020	B201608	51 Albion Street	94103	
11/2/2020	B201609	51 Albion Street, #a	94103	
11/9/2020	B201254	463 14th Street	94103	
11/12/2020	B201604	226 6th Street, #308	94103	
12/28/2020	B201425	332 Guerrero Street, #a	94103	
94105				1
7/1/2020	B200650	301 Mission Street, #21h	94105	
94107				10
1/28/2020	B193328	1125 Rhode Island Street	94107	
3/6/2020	B190513	697 Rhode Island Street	94107	
7/6/2020	B200594	1342 Rhode Island Street, #upstairs	94107	
7/16/2020	B200597	467 Pennsylvania Avenue	94107	
7/21/2020	B200638	207 King Street, #709	94107	
8/12/2020	B200585	575 Pennsylvania Avenue	94107	
8/21/2020	B200710	250 King Street, #740	94107	



**Residential Rent Stabilization and Arbitration Board
City & County Of San Francisco**

***Buyout Ordinance Annual Report
Total Number of Buyout Agreements Filed - 333***

1/1/2020 Through 12/31/2020

Date Filed	Buyout ID	Property Address	Zip Code	# of Buyout Agreements
9/8/2020	B200645	1362 Rhode Island Street	94107	
9/16/2020	B201414	821 Folsom Street, #314 (private Room And Bath)	94107	
9/16/2020	B201415	821 Folsom Street, #314 (private Room And Bath)	94107	
94108				4
1/10/2020	B193075	734 Bush Street, #66	94108	
1/30/2020	B193058	1242 Washington Street	94108	
2/6/2020	B200227	27 Dashiell Hammett Street, #8 & 11	94108	
3/6/2020	B193183	1230 Clay Street, #304	94108	
94109				22
1/27/2020	B171934	801 Jones Street, #308	94109	
2/14/2020	B200334	725 Ellis Street, #506	94109	
2/28/2020	B192844	1628 Washington Street	94109	
3/2/2020	B200444	1336 Green Street, #5	94109	
4/7/2020	B200226	1483 Sutter Street, #803	94109	
4/16/2020	B200423	970 Chestnut Street, #12	94109	
5/21/2020	B192845	1630 Washington Street	94109	
6/15/2020	B193329	1981 Broadway Street	94109	
7/1/2020	B200135	1830 Jackson Street, #b	94109	
7/9/2020	B201022	1809 California Street, #201	94109	
8/17/2020	B200950	2134 Franklin Street	94109	
8/31/2020	B201136	1018 Lombard Street	94109	
8/31/2020	B201244	2355 Polk Street, #100	94109	
9/8/2020	B200830	1100 Leavenworth Street, #3	94109	
9/28/2020	B191657	1462 Hyde Street	94109	
9/28/2020	B191658	1464 Hyde Street	94109	
10/2/2020	B201250	1801 California Street, #404	94109	
10/5/2020	B201132	1010 Hyde Street, #304	94109	
10/8/2020	B200631	1111 Pine Street, #412	94109	
10/15/2020	B200975	1045 Leavenworth Street, #5	94109	
10/27/2020	B201084	2022 Hyde Street	94109	
12/1/2020	B201428	550 Leavenworth Street, #11	94109	
94110				59
1/6/2020	B170178	1455 South Van Ness Avenue, #a	94110	
1/21/2020	B192840	3665 19th Street, #a, Cottage	94110	
2/4/2020	B193069	164 San Carlos Street, #a	94110	
2/4/2020	B200313	2753 Bryant Street	94110	
2/14/2020	B200330	3270 21st Street, #501	94110	
2/14/2020	B200331	3270 21st Street, #602	94110	
3/5/2020	B200088	260 Quane Street	94110	
3/9/2020	B200320	563 Shotwell Street, #a	94110	



**Residential Rent Stabilization and Arbitration Board
City & County Of San Francisco**

***Buyout Ordinance Annual Report
Total Number of Buyout Agreements Filed - 333***

1/1/2020 Through 12/31/2020

Date Filed	Buyout ID	Property Address	Zip Code	# of Buyout Agreements
3/11/2020	B200652	1045 Hampshire Street	94110	
3/16/2020	B192014	454 Utah Street	94110	
3/19/2020	B200583	1385 Hampshire Street, #b	94110	
3/20/2020	B193186	3446 19th Street	94110	
3/20/2020	B160895	3475 26th Street, #2	94110	
3/23/2020	B182754	348 Dolores Street	94110	
3/23/2020	B190025	350 Dolores Street	94110	
3/26/2020	B193068	164 San Carlos Street	94110	
4/9/2020	B193070	3839 Folsom Street, #a	94110	
4/17/2020	B200234	1013 Guerrero Street, #1/2	94110	
4/17/2020	B200426	3061 24th Street	94110	
4/27/2020	B200229	1185 South Van Ness Avenue, #c	94110	
5/18/2020	B200574	880 South Van Ness Avenue	94110	
5/26/2020	B200239	339 Elsie Street	94110	
5/26/2020	B200584	730 Florida Street, #18	94110	
6/8/2020	B200563	1784 Dolores Street, #4	94110	
6/15/2020	B200832	144 Andover Street	94110	
6/17/2020	B200086	40 Clarion Alley	94110	
6/22/2020	B200655	719 Moultrie Street	94110	
7/7/2020	B191178	3369 21st Street	94110	
7/24/2020	B200657	1127 Hampshire Street	94110	
7/28/2020	B200664	305 Bocana Street, #a	94110	
8/6/2020	B201081	3117 24th Street, #room 3	94110	
8/6/2020	B200711	856 Shotwell Street	94110	
8/10/2020	B200839	832 Capp Street	94110	
9/3/2020	B182284	2325 Mariposa Street, #lower	94110	
9/9/2020	B200621	927 Alabama Street	94110	
9/9/2020	B200624	933 Alabama Street	94110	
9/15/2020	B200592	3253 Harrison Street	94110	
9/21/2020	B200656	668 Banks Street, #upper Level	94110	
10/2/2020	B201142	1219 York Street, #upper	94110	
10/9/2020	B201447	1732 Bryant Street	94110	
10/13/2020	B201024	1118 Shotwell Street	94110	
10/15/2020	B193044	400 Prentiss Street	94110	
10/20/2020	B172947	3479 Mission Street, #1	94110	
10/30/2020	B193286	2523 Folsom Street, #a	94110	
11/3/2020	B201111	1116 Shotwell Street	94110	
11/3/2020	B201606	3057 21st Street, #1	94110	
11/5/2020	B200081	1167 Valencia Street	94110	
11/9/2020	B201252	1422 Guerrero Street	94110	
11/9/2020	B201605	443 Fair Oaks Street, #downstairs	94110	
11/10/2020	B201086	2846 22nd Street	94110	



**Residential Rent Stabilization and Arbitration Board
City & County Of San Francisco**

Buyout Ordinance Annual Report
Total Number of Buyout Agreements Filed - 333

1/1/2020 Through 12/31/2020

Date Filed	Buyout ID	Property Address	Zip Code	# of Buyout Agreements
11/18/2020	B201298	57 Peters Avenue	94110	
11/23/2020	B201246	3662 Mission Street, #201	94110	
11/24/2020	B201158	2876 24th Street	94110	
12/1/2020	B200546	451 Guerrero Street	94110	
12/7/2020	B201160	3456 19th Street	94110	
12/8/2020	B201433	1523 Alabama Street, #a	94110	
12/18/2020	B201297	3435 Cesar Chavez Street, #203	94110	
12/18/2020	B201855	3435 Cesar Chavez Street, #204	94110	
12/28/2020	B201432	1356 South Van Ness Avenue, #202	94110	
94111				1
12/7/2020	B201501	155 Jackson Street, #907	94111	
94112				15
1/2/2020	B183247	4204 Mission Street, #4	94112	
1/7/2020	B192358	184 Onondaga Avenue	94112	
2/7/2020	B192062	161 Sickles Avenue, #downstairs	94112	
3/10/2020	B193321	50 Cotter Street	94112	
6/30/2020	B183246	4204 Mission Street, #3	94112	
7/1/2020	B193325	138 Wilson Street, #upper	94112	
7/2/2020	B200661	320 Ocean Avenue	94112	
7/9/2020	B200600	326 Miramar Avenue	94112	
7/9/2020	B200670	411 Edna Street	94112	
8/14/2020	B200703	583 Vienna Street	94112	
9/8/2020	B200842	337 Lisbon Street	94112	
9/18/2020	B191753	61 Royal Lane Court, #b	94112	
10/6/2020	B201098	30 Paulding Street	94112	
11/4/2020	B192274	727 Madrid Street, #a	94112	
12/21/2020	B201251	916 Vienna Street	94112	
94114				24
1/15/2020	B192842	43 Pond Street	94114	
1/23/2020	B192954	1238 Church Street	94114	
1/29/2020	B192848	65 Sanchez Street, #2	94114	
2/18/2020	B193280	521 Noe Street	94114	
4/3/2020	B200173	2610 Market Street	94114	
4/3/2020	B193281	65 Sanchez Street, #1	94114	
4/7/2020	B200424	555 Corbett Avenue, #9	94114	
4/23/2020	B161594	505 Grand View Avenue, #1	94114	
4/23/2020	B161596	505 Grand View Avenue, #5	94114	
7/28/2020	B190586	308 Jersey Street	94114	
8/10/2020	B193185	217 Vicksburg Street	94114	
8/19/2020	B191925	4034 20th Street, #lower Right	94114	



**Residential Rent Stabilization and Arbitration Board
City & County Of San Francisco**

***Buyout Ordinance Annual Report
Total Number of Buyout Agreements Filed - 333***

1/1/2020 Through 12/31/2020

Date Filed	Buyout ID	Property Address	Zip Code	# of Buyout Agreements
9/9/2020	B200704	62 States Street	94114	
9/21/2020	B200628	22 Flint Street, #a	94114	
9/23/2020	B200835	3810 18th Street	94114	
10/8/2020	B200719	142 Beaver Street	94114	
10/13/2020	B201089	3809 20th Street, #205	94114	
10/19/2020	B200627	3964 18th Street	94114	
10/21/2020	B201306	45 Grand View Terrace	94114	
11/2/2020	B201308	672 Alvarado Street, #a	94114	
11/24/2020	B200440	1252 Church Street	94114	
12/15/2020	B201109	110 Corbett Avenue	94114	
12/16/2020	B193057	109 Noe Street	94114	
12/23/2020	B201845	556 Sanchez Street	94114	
94115				15
2/3/2020	B191518	518 Presidio Avenue	94115	
3/13/2020	B190155	1822 Divisadero Street	94115	
3/24/2020	B190576	1333 Lyon Street, #1	94115	
3/24/2020	B190577	1333 Lyon Street, #2	94115	
4/3/2020	B200082	1959 Golden Gate Avenue, #garden Level, Studio Apartment	94115	
5/1/2020	B190456	28 Leona Terrace	94115	
5/7/2020	B200436	2226 California Street, #203	94115	
6/8/2020	B200591	2188 Sutter Street	94115	
7/22/2020	B200637	2075 Sutter Street, #501 (first Floor Bedroom)	94115	
7/28/2020	B200629	1440 Steiner Street, #3	94115	
9/9/2020	B200962	1609 Golden Gate Avenue	94115	
10/21/2020	B200956	2676 Pine Street, #a	94115	
11/23/2020	B201240	2999 California Street, #604 (aka 64)	94115	
12/1/2020	B201442	1632 Broderick Street	94115	
12/10/2020	B201299	1563 Lyon Street	94115	
94116				13
2/6/2020	B193065	2658 19th Avenue	94116	
2/26/2020	B193061	2319 Funston Avenue	94116	
3/2/2020	B200651	2027 10th Avenue	94116	
4/8/2020	B200136	2055 42nd Avenue	94116	
5/4/2020	B200548	2464 15th Avenue, #in-law	94116	
9/8/2020	B200840	2720 41st Avenue, #right Bedroom	94116	
9/21/2020	B200318	1928 23rd Avenue	94116	
9/22/2020	B200972	1910 43rd Avenue	94116	
9/28/2020	B200633	2058 32nd Avenue	94116	
10/5/2020	B200140	2214 28th Avenue, #lower	94116	
11/11/2020	B201260	2731 38th Avenue	94116	



**Residential Rent Stabilization and Arbitration Board
City & County Of San Francisco**

Buyout Ordinance Annual Report
Total Number of Buyout Agreements Filed - 333

1/1/2020 Through 12/31/2020

Date Filed	Buyout ID	Property Address	Zip Code	# of Buyout Agreements
11/11/2020	B201853	2731 38th Avenue	94116	
11/23/2020	B191918	2554 44th Avenue	94116	
94117				28
1/2/2020	B192061	815 Oak Street	94117	
1/2/2020	B192470	811 Oak Street	94117	
1/8/2020	B193192	1974 Hayes Street	94117	
1/13/2020	B193323	934 Oak Street	94117	
1/16/2020	B192455	1767 Hayes Street	94117	
2/14/2020	B200341	1591 Page Street, #303	94117	
2/14/2020	B200332	940 Hayes Street, #7	94117	
2/19/2020	B192953	12 Buena Vista Terrace	94117	
3/20/2020	B200654	1250 Grove Street, #5	94117	
4/6/2020	B193045	513 Lyon Street	94117	
4/22/2020	B200447	1932 Fell Street, #10	94117	
6/3/2020	B200550	1461 Page Street	94117	
6/5/2020	B200549	139 Belvedere Street	94117	
7/13/2020	B200698	327 Fillmore Street	94117	
7/20/2020	B192441	1632 Grove Street	94117	
8/7/2020	B201137	1530 Hayes Street	94117	
8/13/2020	B192466	170 Carl Street	94117	
10/2/2020	B201095	134 Clayton Street	94117	
10/15/2020	B200961	888 Waller Street, #basement Studio (aka Ground Level Storage Room)	94117	
10/21/2020	B200630	2000 Grove Street, #6	94117	
10/26/2020	B200954	375 Hermann Street	94117	
11/13/2020	B200551	1461 Page Street	94117	
11/18/2020	B201304	1058 Fulton Street	94117	
11/18/2020	B201305	1060 Fulton Street	94117	
11/18/2020	B201854	1060 Fulton Street	94117	
12/4/2020	B201257	525 Buena Vista West Avenue	94117	
12/15/2020	B201723	1871 Page Street, #5	94117	
12/21/2020	B201511	1438 Waller Street	94117	
94118				17
1/7/2020	B192448	180 9th Avenue, #a	94118	
1/21/2020	B183394	77 Blake Street, #b	94118	
2/14/2020	B172616	4005 California Street, #11	94118	
2/14/2020	B200422	767 6th Avenue, #1	94118	
4/9/2020	B191046	1434 Clement Street	94118	
6/5/2020	B192968	691 10th Avenue, #lower (aka Basement)	94118	
8/3/2020	B200665	154 8th Avenue	94118	
8/6/2020	B201133	2115 Golden Gate Avenue	94118	



**Residential Rent Stabilization and Arbitration Board
City & County Of San Francisco**

Buyout Ordinance Annual Report
Total Number of Buyout Agreements Filed - 333

1/1/2020 Through 12/31/2020

Date Filed	Buyout ID	Property Address	Zip Code	# of Buyout Agreements
8/24/2020	B172615	4005 California Street, #10	94118	
9/8/2020	B200955	573 7th Avenue	94118	
9/14/2020	B172607	4005 California Street, #2	94118	
9/14/2020	B192445	8 Jordan Avenue, #9	94118	
10/6/2020	B200558	626 3rd Avenue, #1/2	94118	
11/5/2020	B191921	3312 Clay Street	94118	
11/16/2020	B201588	103 8th Avenue	94118	
11/17/2020	B200092	211 Cornwall Street, #6	94118	
11/18/2020	B200644	513 6th Avenue	94118	
94121				11
1/6/2020	B200080	592 43rd Avenue, #lower	94121	
2/11/2020	B190878	673 36th Avenue	94121	
2/19/2020	B193055	169 18th Avenue	94121	
2/19/2020	B192446	495 32nd Avenue, #204	94121	
3/16/2020	B200653	561 36th Avenue	94121	
4/3/2020	B192824	495 32nd Avenue, #302	94121	
5/6/2020	B200700	559 36th Avenue	94121	
6/1/2020	B200539	862 42nd Avenue, #a	94121	
6/5/2020	B192822	495 32nd Avenue, #106	94121	
12/4/2020	B201122	697 28th Avenue	94121	
12/28/2020	B201434	190 27th Avenue, #3	94121	
94122				18
1/7/2020	B192946	3537 Ortega Street	94122	
2/28/2020	B183396	4124 Judah Street, #1	94122	
3/20/2020	B192356	1671 12th Avenue	94122	
3/26/2020	B200176	1217 2nd Avenue	94122	
5/20/2020	B200325	1222 4th Avenue	94122	
5/26/2020	B193178	1515 41st Avenue	94122	
5/29/2020	B200586	1734 38th Avenue	94122	
7/7/2020	B200662	1554 28th Avenue, #2	94122	
7/14/2020	B200084	1207 26th Avenue, #a	94122	
8/25/2020	B200702	1585 10th Avenue, #4	94122	
9/23/2020	B201097	1203 23rd Avenue	94122	
10/7/2020	B193048	1375 18th Avenue, #3	94122	
10/20/2020	B201589	1697 23rd Avenue	94122	
11/3/2020	B201309	1871 30th Avenue, #bedroom, Level 2, Right Side	94122	
11/12/2020	B200438	1782 42nd Avenue	94122	
11/23/2020	B200570	1414 38th Avenue, #lower	94122	
12/16/2020	B201157	1213 24th Avenue, #room, 2nd Floor	94122	
12/29/2020	B201656	1833 11th Avenue	94122	



**Residential Rent Stabilization and Arbitration Board
City & County Of San Francisco**

***Buyout Ordinance Annual Report
Total Number of Buyout Agreements Filed - 333***

1/1/2020 Through 12/31/2020

Date Filed	Buyout ID	Property Address	Zip Code	# of Buyout Agreements
94123				18
1/13/2020	B190789	2437 Chestnut Street	94123	
1/17/2020	B192955	1433 Jefferson Street, #a	94123	
1/22/2020	B192837	2914 Franklin Street	94123	
1/31/2020	B200221	3747 17th Street	94123	
2/14/2020	B200342	2942 Franklin Street, #4	94123	
2/14/2020	B200335	3201 Octavia Street, #303	94123	
3/16/2020	B200087	2856 Greenwich Street	94123	
3/26/2020	B200091	1834 Filbert Street	94123	
4/9/2020	B200180	2827 Broderick Street	94123	
4/20/2020	B200178	1900 Jefferson Street, #301	94123	
4/22/2020	B193182	3240 Divisadero Street	94123	
5/29/2020	B192944	2425 Greenwich Street, #2	94123	
6/29/2020	B200970	1490 Francisco Street, #1	94123	
7/13/2020	B200626	1611 North Point Street, #top Floor	94123	
9/28/2020	B201090	1471 Francisco Street	94123	
10/13/2020	B200580	1741 Greenwich Street	94123	
10/13/2020	B200581	1751 Greenwich Street, #a	94123	
10/16/2020	B201113	40 Toledo Way	94123	
94124				7
4/20/2020	B193316	1919 Oakdale Avenue	94124	
5/6/2020	B200701	1466 Oakdale Avenue, #lower	94124	
8/27/2020	B200707	1074 Ingerson Avenue	94124	
8/28/2020	B192980	42 Flora Street	94124	
12/3/2020	B201829	1913 Oakdale Avenue, #a	94124	
12/10/2020	B201510	1781 Revere Avenue, #upper	94124	
12/21/2020	B201147	8 Waterville Street, #middle	94124	
94127				3
2/14/2020	B191781	357 Ulloa Street	94127	
8/27/2020	B200964	546 Monterey Boulevard	94127	
12/14/2020	B201079	75 Santa Clara Avenue	94127	
94131				13
1/3/2020	B200079	4013 - 4015 Cesar Chavez Street	94131	
2/10/2020	B192449	288 27th Street, #1	94131	
2/19/2020	B192452	288 27th Street, #4	94131	
2/27/2020	B193284	578 30th Street	94131	
4/3/2020	B200315	353 29th Street, #b	94131	
4/17/2020	B200425	339 Monterey Boulevard, #upper	94131	
5/22/2020	B183038	4152 26th Street	94131	
5/27/2020	B200544	827 Corbett Avenue, #301	94131	



**Residential Rent Stabilization and Arbitration Board
City & County Of San Francisco**

Buyout Ordinance Annual Report
Total Number of Buyout Agreements Filed - 333

1/1/2020 Through 12/31/2020

Date Filed	Buyout ID	Property Address	Zip Code	# of Buyout Agreements
7/16/2020	B200634	224 28th Street, #a	94131	
8/17/2020	B200709	296 Randall Street	94131	
9/30/2020	B200212	579 27th Street, #1 (aka A)	94131	
10/20/2020	B200215	260 Beacon Street, #in-law (aka 3)	94131	
12/16/2020	B201092	351 Surrey Street	94131	
94132				1
1/14/2020	B192975	40 Niantic Avenue	94132	
94133				15
1/22/2020	B181323	50 Alta Street, #3	94133	
2/3/2020	B200312	445 Francisco Street, #f100	94133	
2/14/2020	B200333	755 Green Street, #1b	94133	
2/24/2020	B191153	1422 Kearny Street	94133	
4/24/2020	B200552	940 Pacific Avenue	94133	
4/29/2020	B200209	1537 Mason Street	94133	
4/30/2020	B200235	1523 Taylor Street, #4	94133	
7/10/2020	B191920	562 Filbert Street, #a-4	94133	
8/21/2020	B201243	2222 Leavenworth Street, #304	94133	
9/29/2020	B200582	441 Green Street, #1	94133	
10/7/2020	B201116	11 Fielding Street	94133	
10/19/2020	B201096	735 Green Street	94133	
10/28/2020	B201151	310 Columbus Avenue, #129	94133	
11/20/2020	B201610	820 Green Street	94133	
12/30/2020	B201849	1656 Powell Street, #107	94133	
94134				10
1/14/2020	B190038	2308 San Bruno Avenue, #2	94134	
2/4/2020	B191782	1 Cielito Drive, #lower	94134	
3/20/2020	B200175	1829 Geneva Avenue	94134	
4/15/2020	B200449	144 Girard Street	94134	
4/20/2020	B200435	135 Alpha Street, #lower In-law	94134	
5/7/2020	B193173	249 Goettingen Street	94134	
5/21/2020	B190039	2308 San Bruno Avenue, #3	94134	
9/21/2020	B191254	290 Holyoke Street	94134	
11/17/2020	B201155	811 Visitacion Avenue	94134	
12/29/2020	B200562	127 Teddy Avenue, #upper	94134	
TOTAL				333

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Major, Erica \(BOS\)](#)
Subject: FW: BOS Resolution 201720 response from SFMTA
Date: Monday, February 1, 2021 10:20:00 AM
Attachments: [image006.png](#)
[SFMTA 210106 BOS Resolution 201720 response.pdf](#)

Hello,

Please see the attached correspondence for Resolution 530-20 (File No. 201270).

Regards,

Jackie Hickey
Board of Supervisors
1 Dr. Carlton B. Goodlett Place, City Hall, Room 244
San Francisco, CA 94102-4689
Phone: (415) 554-5184 | Direct: (415) 554-7701
jacqueline.hickey@sfgov.org | www.sfbos.org

From: Simpliciano, Sophia M <Sophia.Simpliciano@sfmta.com>
Sent: Friday, January 29, 2021 4:47 PM
To: Calvillo, Angela (BOS) <angela.calvillo@sfgov.org>; Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Cc: Somera, Alisa (BOS) <alisa.somera@sfgov.org>; Mchugh, Eileen (BOS) <eileen.e.mchugh@sfgov.org>; Reeves, Ryan (MTA) <Ryan.Reeves@sfmta.com>; Ramos, Joel (MTA) <Joel.Ramos@sfmta.com>; Martinsen, Janet (MTA) <Janet.Martinsen@sfmta.com>
Subject: BOS Resolution 201720 response from SFMTA

Good afternoon.

Please note the attached communication from the SFMTA in reference to BOS Resolution 201720 urging SFMTA to implement a proactive approach to slowing vehicle speeds. Thank you.

Sincerely,
Sophia Simpliciano
Executive Assistant to the Director of Transportation

jeffrey.tumlin@sfmta.com 415-646-2522
sophia.simpliciano@sfmta.com 415-646-2546
SFMTA reception 415-701-5600



San Francisco Municipal Transportation Agency
1 South Van Ness Avenue, 7th floor
San Francisco, CA 94103





London Breed, Mayor

Gwyneth Borden, Chair
Amanda Eaken, Vice Chair
Cheryl Brinkman, Director

Steve Heminger, Director
Sharon Lai, Director

Jeffrey Tumlin, Director of Transportation

January 6, 2021

To the Board of Supervisors,

Thank you for elevating our city's commitment to Vision Zero through your recent resolution No. 201270 urging SFMTA to implement a proactive approach to slowing vehicle speeds. Speed is a leading predictor of fatal and severe crashes in San Francisco. Even a 5mph reduction in speeds reduces the severity of crashes and can save lives.

Slowing speeds is a core focus of Vision Zero SF. Our engineering capital investments focus on proven tools to slow speeds – including traffic calming, lane removals and signal retiming. Our education and outreach programs target dangerous driving behaviors, such as our Safe Speeds Campaign. Our partners at SFPD conduct targeted enforcement for safe speeds. While we work to slow speeds with these existing tools, we also are pursuing state legislative change to allow us to access new tools such as speed safety cameras and changing how speed limits are set.

We appreciate your commitment to slowing speeds to save lives. Below are our responses to the specific resolutions in No. 201270 urging SFMTA to implement a proactive approach to slowing vehicle speeds.

- 1. Exhaust authority to lower speeds where possible, especially near vulnerable populations** – SF has joined a number of cities in CA in advocating for changes to how speeds are set, seeking local authority to set lower speeds near vulnerable populations and on our High Injury Network. AB43 (Friedman) has been introduced to advance changes to how speed limits are set. SFMTA will continue to support coalition building to advance this work in the upcoming legislative session. In the meantime, we have explored additional ways to exhaust our current authority. For example, we are implementing 25mph Slow Senior Zones near senior centers at 5 locations. We are also implementing our city's first 20mph neighborhood in the Tenderloin in the Spring.
- 2. Implement tools to slow speeds, including Quick Builds** – SFMTA has completed 14 Quick Builds in 2020, covering 10 miles of improvements to city streets. This streamlined approach delivers projects on a faster schedule and for lower costs than major capital projects. Quick Build projects include proven tools for traffic calming and slowing speeds, such as lane reductions and painted safety zones at intersections. SFMTA is investing \$4-5 million annually in Quick Builds and is planning to deliver 10 additional Quick Builds in 2021. The City's Traffic Calming Program also delivers low-cost measures to slow vehicle speeds on residential streets, including raised crosswalks and speed cushions. More than 100 traffic calming measures were implemented in 2020.



- 3. Optimize signals on at least 10 corridors** – SFMTA has recently applied for a Highway Safety Improvement Program (HSIP) grant that would fund signal retiming on more than 10 corridors citywide. The proposed locations are attached.
- 4. Advance legislation to change speed limit setting methods** – San Francisco’s approach to setting speeds is governed by the California Vehicle Code (CVC). AB43 (Friedman) was recently introduced to change how speed limits are set. SF has joined a number of cities in CA in advocating for changes to how speeds are set, seeking local authority to set lower speeds near vulnerable populations and on our High Injury Network. Resulting from this work, Assembly Transportation Committee Chair, Laura Friedman (D-Glendale), joined by San Francisco co-authors Assemblymember Phil Ting and Assemblymember David Chiu, recently introduced Assembly Bill 43, a spot bill that will eventually be amended to include legislative language to provide local jurisdictions more control over speed limit setting. SFMTA has included this proposal in our legislative priorities for 2021.
- 5. Implement signage for reduced speeds ahead** – We agree it is important to notify drivers of reduced speeds on residential streets adjacent to freeway off-ramps. SFMTA does currently post speed limit signs on residential streets that are adjacent to freeway off-ramps as a way to remind people entering the city of the prevailing residential speed limits.

We appreciate your support as we work to advance Vision Zero to save lives in San Francisco. Thank you for your leadership and commitment to Vision Zero.

Sincerely,

A handwritten signature in blue ink that reads "Jeffrey Tumlin".

Jeffrey Tumlin

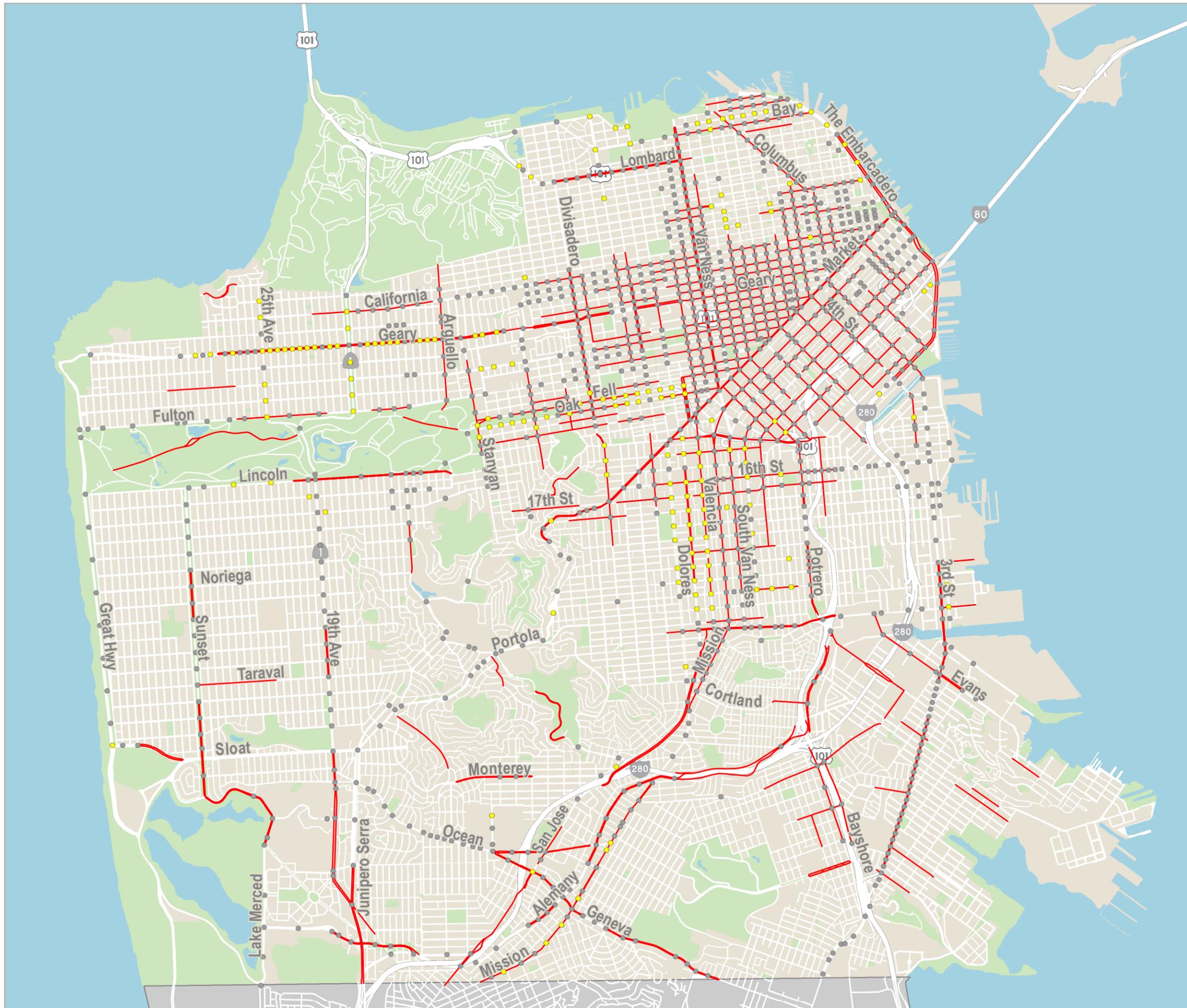
Vision Zero Signal Retiming

Project Locations

October 2020

LEGEND

- Project Intersections
- Other Signalized Intersections (Not In Project)
- Vision Zero High Injury Network



1 miles

Scale 1:50,000

Date Saved: 10/30/2020

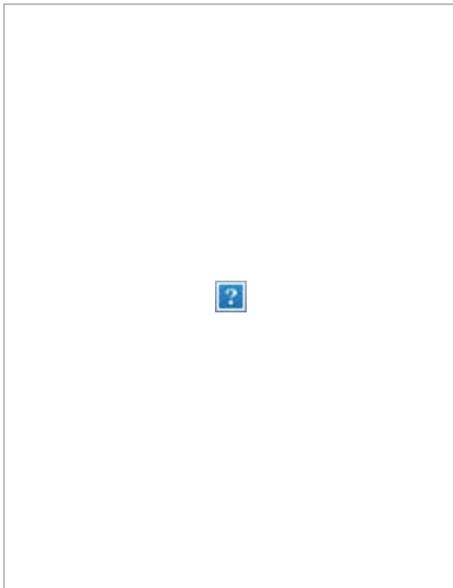
For reference contact: jarrett.hornbostel@sfmta.com

By downloading this map, you are agreeing to the following disclaimer: "The City and County of San Francisco ("City") provides the following data as a public record and no rights of any kind are granted to any person by the City's provision of this data. The City and County of San Francisco ("City") makes no representation regarding and does not guarantee or otherwise warrant the accuracy or completeness of this data. Anyone who uses this data for any purpose whatsoever does so entirely at their own risk. The City shall not be liable or otherwise responsible for any loss, harm, claim or action of any kind from any person arising from the use of this data. By accessing this data, the person accessing it acknowledges that she or he has read and does so under the condition that she or he agrees to the contents and terms of this disclaimer."



From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#); [BOS Legislation, \(BOS\)](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Hickey, Jacqueline \(BOS\)](#)
Subject: FW: SAN FRANCISCO LANGUAGE ACCESS ORDINANCE ANNUAL REPORT 2021
Date: Monday, February 1, 2021 1:07:36 PM
Attachments: [Outlook-s51sv1tq.png](#)
[Outlook-cid_image0.png](#)
[Outlook-cid_image0.png](#)
[Outlook-cid_image0.png](#)

From: Pon, Adrienne (ADM) <adrienne.pon@sfgov.org>
Sent: Monday, February 1, 2021 11:56 AM
To: Pon, Adrienne (ADM) <adrienne.pon@sfgov.org>
Cc: Language Access (ADM) <Language.Access@sfgov.org>; Engagement, Civic (ADM) <civic.engagement@sfgov.org>
Subject: SAN FRANCISCO LANGUAGE ACCESS ORDINANCE ANNUAL REPORT 2021



Click the image to view the report, or visit:

<https://sfgov.org/oceia/laoreport>

To view online dashboards for individual departments, visit:

<https://sfgov.org/oceia/lao-compliance-data>

Dear President Walton and Supervisors,

Attached for your review and approval is the digital copy of

the **2021 Language Access Summary Report**, which evaluates how well City departments are complying with requirements of San Francisco's Language Access Ordinance (LAO). The Office of Civic Engagement & Immigrant Affairs (OCEIA) is required by law to submit this report by February 1 of each year to the Board of Supervisors and Immigrant Rights Commission.

Thanks to your leadership and vision, San Francisco continues to have the strongest voluntary local language access law in the nation. Despite the challenges and turmoil of the past year, City departments did their best to serve the people of San Francisco and live up to the spirit and intent of the LAO. But there is more work to do to ensure full language equity, access to accurate, timely information and services, and meaningful engagement and participation for the 43% of San Francisco households that communicate in one of over 109 different languages other than English at home.

The print version of this report will be sent to your offices before the end of the month. Meanwhile, please contact me directly or OCEIA at language.access@sfgov.org if you have any questions or need additional information about this report.

With gratitude,

Adrienne Pon



Adrienne Pon | エイドリエン・ポン | 黄燕玲 | Executive Director | Pronouns: she, hers, any ([What's this?](#))

Office of Civic Engagement & Immigrant Affairs | Immigrant Rights Commission

City & County of San Francisco

adrienne.pon@sfgov.org | [OCEIA](#) | [Immigrant Rights Commission](#)

desk: (415) 581-2317 | assistant: (415) 581.2358 | 1155 Market Street, 1F | San Francisco, CA 94103

Connect with OCEIA   

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#)
Subject: FW: CPUC - Verizon Wireless - City of San Francisco-SF HAIGHT ASHBURY 002 - B-420865
Date: Tuesday, February 2, 2021 9:37:00 AM
Attachments: [CPUC_1378.pdf](#)

From: CPUC Team <westareapuc@verizonwireless.com>
Sent: Tuesday, February 2, 2021 6:22 AM
To: GO159Areports@cpuc.ca.gov
Cc: westareapuc@verizonwireless.com; CPC.Wireless <CPC.Wireless@sfgov.org>; Administrator, City (ADM) <city.administrator@sfgov.org>; Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>; clarence.chavis@verizonwireless.com
Subject: CPUC - Verizon Wireless - City of San Francisco-SF HAIGHT ASHBURY 002 - B-420865

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

This is to provide your agency with notice according to the provisions of General Order No. 159A of the Public Utilities Commission of the State of California ("CPUC") see attachment.
This notice is being provided pursuant to Section IV.C.2.

Feb 02, 2021

Consumer Protection and Enforcement Division
California Public Utilities Commission
505 Van Ness Avenue
San Francisco, CA 94102
GO159Areports@cpuc.ca.gov

RE: Notification Letter for SF HAIGHT ASHBURY 002 - B
San Francisco, CA /GTE Mobilnet California LP

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

A copy of this notification letter is also being provided to the appropriate local government agency for its information. Should there be any questions regarding this project, or if you disagree with any of the information contained herein, please contact the representative below.

Verizon Wireless

Ann Goldstein
Coordinator RE & Compliance - West Territory
1515 Woodfield Road, #1400
Schaumburg, IL 60173
WestAreaCPUC@VerizonWireless.com

JURISDICTION	PLANNING MANAGER	CITY MANAGER	CITY CLERK	DIRECTOR OF SCHOOL BOARD	COUNTY
City of San Francisco	CPC.Wireless@sfgov.org	city.administrator@sfgov.org	Board.of.Supervisors@sfgov.org		San Francisco

VZW Legal Entity		Site Name		Site Address		Tower Design	Size of Building or NA
GTE Mobilnet California LP		SF HAIGHT ASHBURY 002 - B		930 Clayton Street, San Francisco , CA94117		PUBLIC LIGHT (FREE STANDING)	N/A
Site Latitude	Site Longitude	PS Location Code	Tower Appearance	Tower Height (in feet)	Type of Approval	Approval Issue Date	
37°45'52.77"N	122°26'50.784"W	420865	32.9	30	Permitting	12/04/2020	

Project Description: Replace light pole with new pole with 8' single arm assembly on new foundation. Install 1 cannister antenna and 2 radios and related equipment.

From: [Lagunte, Richard \(BOS\)](#)
To: [BOS-Supervisors](#)
Cc: [Board of Supervisors. \(BOS\)](#)
Subject: California Highway Report hazardous material
Date: Friday, January 29, 2021 4:52:18 PM
Attachments: [20210129165227798.pdf](#)

Hello Supervisors,

The attached is a report in regards to an illegal discharge of hazardous material.

Regards,

Richard Lagunte

Board of Supervisors - Clerk's Office

1 Dr. Carlton B. Goodlett Place, Room 244

San Francisco, CA 94102

P (415) 554-7709 | F (415) 554-5163

richard.lagunte@sfgov.org | www.sfbos.org

Pronouns: he, him, his

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

53 San Clemente Drive
Corte Madera, CA 94925
(415) 924-1100
(800) 735-2929 (TT/TDD)
(800) 735-2922 (Voice)



RECEIVED
4/19/21

January 18, 2021

File No.: 350.13920.15000

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

To Whom It May Concern:

The enclosed report is submitted pursuant to Health and Safety Code Section 25180.7 (Proposition 65). The report documents information regarding the illegal discharge of hazardous material, which could cause substantial injury to the public health or safety. The report is submitted on behalf of all designated employees of the Department of the California Highway Patrol.

Sincerely,

R. D. MOTA, Captain
Commander

✕ Enclosure

RECEIVED
BOARD OF SUPERVISORS
SAN FRANCISCO
2021 JAN 29 PM 4:31
BY [Signature]



HAZARDOUS MATERIALS INCIDENT REPORT

CHP 407E (Rev. 3-15) OPI 062 Refer to HPM 84.2, Chapter 2

OES CONTROL NUMBER 21-0273	COLLISION REPORT <input checked="" type="checkbox"/> Yes NUMBER 9350-2021-00054 <input type="checkbox"/> No
--------------------------------------	---

HAZMAT CASUALTIES	NO. EXPOSED/DECONNED	NO. INJURED	NO. KILLED	CITY San Francisco	JUDICIAL DISTRICT San Francisco	PHOTOGRAPHS BY <input checked="" type="checkbox"/> NONE
AGENCY PERSONNEL	0	0	0	COUNTY San Francisco	NCIC 9350	HAZMAT PLACARDS DISPLAYED <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
OTHERS	0	0	0			
INCIDENT DATE (MM/DD/YYYY) 01/18/2021	INCIDENT TIME 1246 HOURS	TIME CALTRANS/COUNTY ROADS NOTIFIED 1424 HOURS	TIME O.E.S. NOTIFIED 1347 HOURS	STATE HIGHWAY RELATED <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		

INCIDENT OCCURRED ON
US 101 SOUTHBOUND

AT INTERSECTION WITH
 OR **North of Lincoln Boulevard Under Crossing**

MILEPOST INFORMATION

GPS COORDINATES
LATITUDE **37.807161°** LONGITUDE **-122.475711°**

NAME (FIRST, MIDDLE, LAST) Victor Colin Jardon	DRIVER'S LICENSE NUMBER Y3269699	STATE CA	VEH. YEAR 2010	MAKE Hino	LICENSE NUMBER 99718A3	STATE CA
STREET ADDRESS 5602 Owens Drive			VEH. YEAR	MAKE	LICENSE NUMBER	STATE
CITY/STATE/ZIP CODE Pleasanton, CA 94566			VEH. YEAR	MAKE	LICENSE NUMBER	STATE

HOME PHONE (925) 495-3058	BUSINESS PHONE (408) 794-5378	CARRIER NAME M and I Transport
-------------------------------------	---	--

HAZMAT IDENTIFICATION SOURCES (CHECK ALL THAT APPLY)

<input type="checkbox"/> On-site fire services	<input type="checkbox"/> Chemtrec	REGISTERED OWNER <input type="checkbox"/> SAME AS DRIVER Mauricio Herandez
<input type="checkbox"/> Private info source	<input type="checkbox"/> Poison Control Center	OWNER'S ADDRESS <input type="checkbox"/> SAME AS DRIVER 898 Herman Ave #109, Livermore, CA 94551
<input type="checkbox"/> Off-site fire services	<input type="checkbox"/> Safety Data Sheet	VEHICLE IDENTIFICATION NUMBER 5PVNJ8JN2A4S50345
<input type="checkbox"/> On-site non-fire services	<input type="checkbox"/> Placards/Signs	VEHICLE TYPE 55
<input type="checkbox"/> Off-site non-fire services	<input type="checkbox"/> Shipping papers	CA NUMBER
<input type="checkbox"/> Computer software	<input type="checkbox"/> Emergency Response Guidebook	DOT NUMBER 3080593
<input type="checkbox"/> Chemist	<input checked="" type="checkbox"/> No reference material used	
<input type="checkbox"/> Other		

CHEMICAL/TRADE NAME OIL, PETROLEUM	UN NUMBER 1270	DOT HAZARD CLASS 9	QUANTITY RELEASED (LBS., GAL., ETC.) 4 Quarts	EXTENT OF RELEASE Outside vehicle	PHYSICAL STATE STORED Liquid	PHYSICAL STATE RELEASED Liquid
--	--------------------------	------------------------------	---	---	--	--

CONTAINER TYPE	CONTAINER CAPACITY (LBS., GAL., ETC.) 8 Quarts	CONTAINER MATERIAL	LEVEL OF CONTAINER Above ground
----------------	--	--------------------	---

CHEMICAL/TRADE NAME	UN NUMBER	DOT HAZARD CLASS	QUANTITY RELEASED (LBS., GAL., ETC.)	EXTENT OF RELEASE	PHYSICAL STATE STORED	PHYSICAL STATE RELEASED
---------------------	-----------	------------------	--------------------------------------	-------------------	-----------------------	-------------------------

CONTAINER TYPE	CONTAINER CAPACITY (LBS., GAL., ETC.)	CONTAINER MATERIAL	LEVEL OF CONTAINER
----------------	---------------------------------------	--------------------	--------------------

PROPERTY USE Freeway	SURROUNDING AREA Freeway	PROPERTY MANAGEMENT Private
--------------------------------	------------------------------------	---------------------------------------

RELEASE FACTORS Collision/Overturn	EQUIPMENT TYPE INVOLVED Vehicle fuel system	HAZMAT CONFIRMED <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
--	---	---

CITATION ISSUED OR COMPLAINT TO BE FILED <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Not determined	PRIMARY CAUSE OF INCIDENT <input checked="" type="checkbox"/> Violation 22107 VC	OTHER HAZARDOUS MATERIALS VIOLATIONS (NON-CAUSATIVE) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
---	---	---

<input type="checkbox"/> Other Code violation	DID WEATHER CONTRIBUTE TO CAUSE OR SEVERITY OF INCIDENT? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No WEATHER Clear
---	--

ELEMENTS (OUTLINE THE FOLLOWING ON A CHP 556. INCLUDE ADDITIONAL INFORMATION AS NECESSARY)

<input checked="" type="checkbox"/> Sequence of events	<input checked="" type="checkbox"/> Evacuation details	<input checked="" type="checkbox"/> Cleanup actions	<input checked="" type="checkbox"/> CHP On-scene Personnel (name, rank, ID number, function, exposure, hours)
<input checked="" type="checkbox"/> Road closures	<input checked="" type="checkbox"/> Environmental impact	<input checked="" type="checkbox"/> Actions of other agencies	

COMPLETE THE FOLLOWING

Incident Action Plan Site Safety Plan Proposition 65 Letters: County Health/County Board of Supervisors

DATE AND TIME SCENE DECLARED SAFE 01/18/2021 HOURS	BY WHOM (NAME, TITLE AND AGENCY) Steve Brown, RES Environmental Services, Inc.
--	--

PREPARER'S NAME, RANK, AND ID NUMBER Peter Danford, Sergeant, #15000	DATE 01/18/2021	REVIEWER'S NAME, RANK, AND ID NUMBER Andrew Beasley / Lieutenant / 17389	DATE 1-21-2021
--	---------------------------	--	--------------------------

INCIDENT ACTION PLAN/SITE SAFETY PLAN

CHP 407I (New 5-15) OPI 062 Refer to HPM 84.2, Chapter 2

OES CONTROL NUMBER 21-0273

INCIDENT DATE (MM/DD/YYYY) 01/18/2021	INCIDENT TIME (HOURS) 1246
INCIDENT OCCURRED ON Golden Gate Bridge (Southbound US-101)	<input checked="" type="checkbox"/> AT INTERSECTION WITH Toll Plaza <input type="checkbox"/> OR
AREA DESCRIPTION Golden Gate Bridge at the Toll Plaza	
INCIDENT COMMANDER Sergeant Peter Danford, #15000	SITE SAFETY OFFICER Officer Patrick Smalley, #13918

INCIDENT ACTION PLAN

- GENERAL INFORMATION:
- PROTECT LIFE, ENVIRONMENT, AND PROPERTY.
 - COMPLY WITH SECTION 5192(q), TITLE 8, CALIFORNIA CODE OF REGULATIONS.
 - IDENTIFY THE INCIDENT COMMANDER AND SAFETY OFFICER.

PROCEDURES FOR HANDLING EMERGENCY INCIDENTS:

- Identify all hazardous substances or conditions present.
- Based upon identification, implement appropriate operations, and assure use of proper personal protective equipment.
- Ensure personnel exposed to inhalation hazard wear a self contained breathing apparatus.
- Limit the number of personnel on-site, but use the buddy system.
- Ensure back-ups and standby emergency medical services are available.
- Designate a safety officer with knowledge of safety operations.
- Implement appropriate decontamination.

SITE SAFETY PLAN

- GENERAL INFORMATION:
- PROTECTION OF LIFE IS THE HIGHEST PRIORITY.
 - ENSURE ALL PERSONNEL ARE BRIEFED ON OPERATIONS AND SAFETY BEFORE WORK BEGINS.
 - NO PERSON SHALL EXCEED THEIR LEVEL OF TRAINING, CAPABILITIES, OR RESOURCES.

CHEMICAL/TRADE NAME	UN NUMBER	DOT HAZARD CLASS	QUANTITY RELEASED (LBS., GAL., ETC.)	EXTENT OF RELEASE	PHYSICAL STATE STORED	PHYSICAL STATE RELEASED
Oil, Petroleum	1270	9	4 Quarts	Outside vehicle	Liquid	Liquid
CONTAINER TYPE		CONTAINER CAPACITY (LBS., GAL., ETC.)		CONTAINER MATERIAL	LEVEL OF CONTAINER	
Other (explain in Comments)		8 Quarts			Above ground	
CHEMICAL/TRADE NAME	UN NUMBER	DOT HAZARD CLASS	QUANTITY RELEASED (LBS., GAL., ETC.)	EXTENT OF RELEASE	PHYSICAL STATE STORED	PHYSICAL STATE RELEASED
CONTAINER TYPE		CONTAINER CAPACITY (LBS., GAL., ETC.)		CONTAINER MATERIAL	LEVEL OF CONTAINER	

MEDICAL SIGNS OF EXPOSURE:

- | | |
|---|---|
| <input checked="" type="checkbox"/> Nausea/Vomiting | <input checked="" type="checkbox"/> Coughing |
| <input type="checkbox"/> Dehydration | <input type="checkbox"/> Tingling/Numbness of extremities |
| <input checked="" type="checkbox"/> Trouble breathing | <input type="checkbox"/> Diarrhea |
| <input checked="" type="checkbox"/> Skin irritation | <input type="checkbox"/> Unconsciousness |
| <input type="checkbox"/> Dizziness | <input type="checkbox"/> Anxiety |
| <input type="checkbox"/> Confusion | <input type="checkbox"/> Blurred/Double vision |
| <input type="checkbox"/> Other symptoms: _____ | |

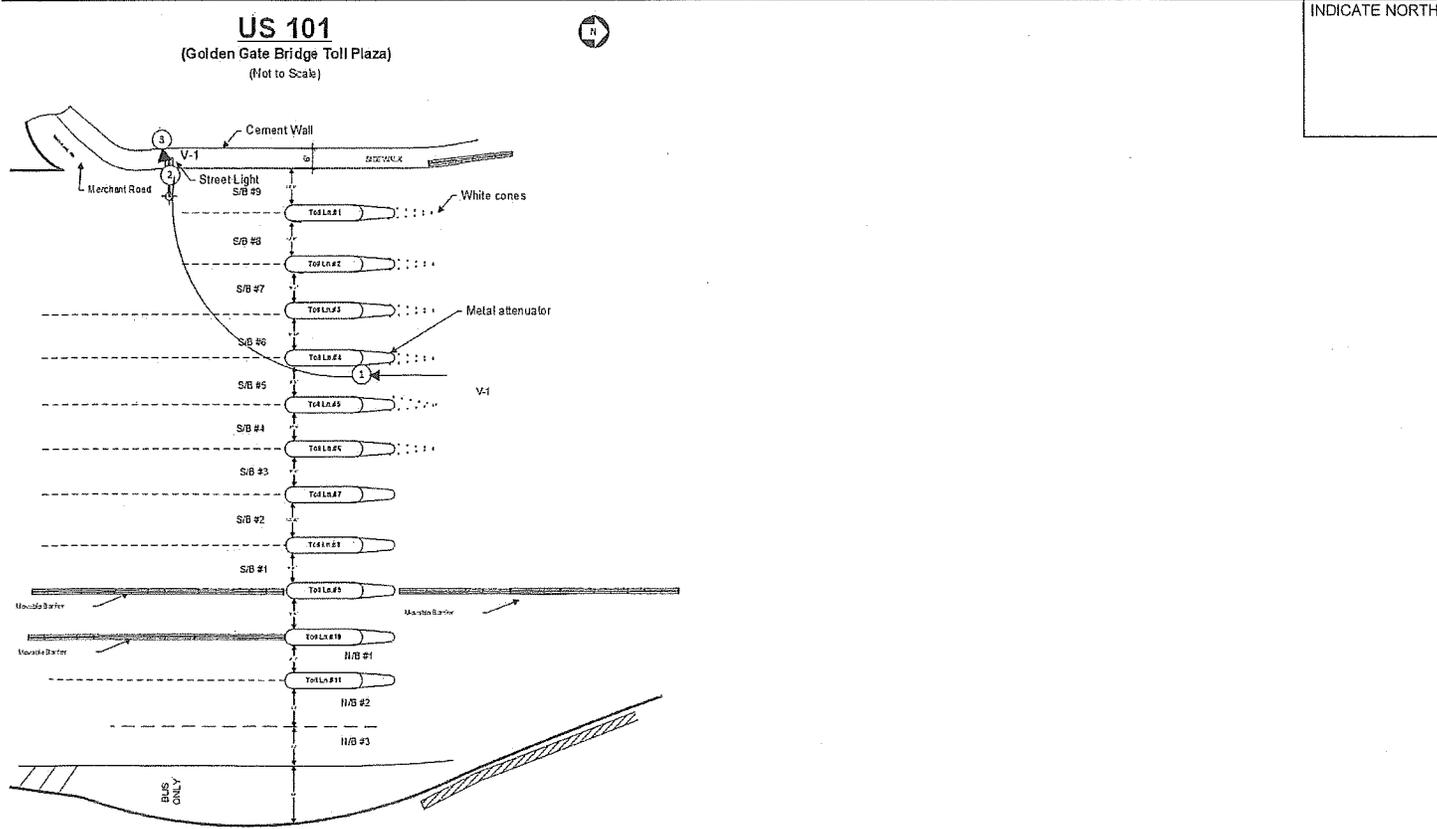
CONTROL ZONES (ESTABLISH AS APPROPRIATE):

- Hot (Exclusion) Zone: Due to the relatively small amount of oil that was leaked (4 quarts or less), the Hot Zone was established as any area that is within 10 feet of the contaminated asphalt/concrete.
- Warm (Contamination reduction) Zone: The Warm Zone was established as any area that is within 10-25 feet of the contaminated asphalt/concrete.
- Cold (Support) Zone: The Cold Zone was established as any area greater than 25 feet of the contaminated asphalt/concrete.

WHEN REQUIRED, ADDRESS THE FOLLOWING:

- Decontamination Plan: In the event of contamination, the victim will be moved to fresh air, and medical personnel will be summoned. If breathing becomes difficult, oxygen will be administered. Contaminated clothing will be removed and isolated.
- Evacuation Plan: Due to the relatively small amount of oil that was leaked (4 quarts or less), only those experiencing exposure symptoms will be evacuated upwind from the contaminated area.
- Demobilization Plan: To ensure the safe demobilization of all responding personnel, traffic control measures will remain in place until the decontaminated area is cleaned and restored to its original state, and the roadway is determined to be safe.
- Communications Plan: To ensure the safe operation of the cleanup, closed loop communication will be utilized by all responding personnel.
- Medical Assistance Plan: San Francisco Fire Department medical personnel will be responsible for any exposure of the oil.
- Emergency Procedures Plan: In the event of an exposure, the victim will be moved upwind from the scene and treated by San Francisco Fire Department Personnel.

(Drawing not to scale) **SKETCH** (Factual diagram is not required)



SAFETY BRIEFING COMPLETED (TIME) 1500 HOURS	INCIDENT COMMANDER NAME, RANK, AND ID NUMBER Peter Danford, Sergeant, #15000	DATE 01/18/2021
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**HAZARDOUS MATERIALS INCIDENT REPORT
CHP 407E**

SEQUENCE OF EVENTS:

On Monday, January 18, 2021 at approximately 1246 hours, Victor Colin Jardon was driving a 2010 Hino Flatbed Tow-truck box truck for M&I Towing and Transport. At this time, Jardon was traveling southbound on US-101, on the Golden Gate Bridge, north of the Toll Plaza, within the City and County of San Francisco. As Jardon entered toll lane #4, of the Toll Plaza, he allowed the right front portion of his vehicle to collide into the crash attenuator. As a result of this impact, Jardon lost control of his vehicle as he proceeded through the toll lane. Jardon was unable to regain control of his vehicle and he continued to travel in an out of control manner, crossing over the #3, #2 and #1 lanes. He then collided into light pole #138 located within the raised concrete sidewalk adjacent to the Golden Gate Bridge Highway Transportation District's Administration Building, and ultimately collided into a concrete planter adjacent to the Administration Building. The Hino came to rest in an upright position, with the front of the vehicle within the raised concrete sidewalk and the rear of the vehicle within toll lane #1, just south of the Toll Plaza. As a result of this solo traffic collision, the Hino sustained moderate damage, including engine damage; however, the driver was uninjured. Due to the engine damage, approximately 4 or less quarts of motor oil spilled into a storm drain.

The following California Highway Patrol (CHP) personnel responded to the scene:

- | | |
|-----------------------------------|-----------------------|
| • Sergeant Peter Danford, #15000 | Incident Commander |
| • Officer Alexa O'Brien, #22514 | Traffic Control |
| • Officer Trevor Heyrend, #21629 | Traffic Control |
| • Officer Patrick Smalley, #13918 | Investigating Officer |

The following Golden Gate Bridge Highway Transportation District personnel responded to the scene:

- | | |
|--|------------------------------|
| • Lieutenant Roger Elauria, Badge L-42 | Traffic control |
| • Sergeant David Earle, Badge, S-69 | Traffic control |
| • Sergeant Todd Roth, Badge, S-63 | Traffic control |
| • Roadway Service Technician Antony D'Amico | Assist with clean up and tow |
| • Roadway Service Technician Paul Meza, #09052 | Assist with clean up and tow |
| • Roadway Service Technician Bebe Etzler, #20406 | Assist with clean up and tow |
| • Bridge Electrician April DuBois, #00348 | Light Pole electrical damage |

The Hino was able to be moved under its own power to the administration parking lot west of the toll plaza.

On Monday, January 18, 2021, at approximately 1343 hours, Golden Gate Communication Center (GGCC) notified the City and County of San Francisco, Office, Office of Emergency Services of the hazardous material spill.

HAZARDOUS MATERIALS INCIDENT REPORT CHP 407E

Sergeant Danford notified the owner of M and I Towing, Mauricio Hernandez, of the collision via cellular phone and provided him an opportunity to call their own hazardous materials clean-up crew; however, they were unfamiliar with this process and requested our assistance. Based on their unfamiliarity with contacting hazardous materials cleanup companies, Golden Gate Bridge Patrol Sergeant Earl, RES Environmental Services to clean-up the spilled oil. RES water jetted the drainage system and created 500 gallons of wash. The contaminated material was then pumped into a container truck. The truck transported the material to Seaport Refinery in Redwood City, CA for proper disposal.

On Friday, January 18, 2021, at approximately 1746 hours, the clean-up was concluded and the scene was declared safe by RES Supervisor Steve Brown.

Fish and Game was notified of this incident but because no water was affected, they declined to respond and gave the authority to declare safe to RES Environmental Services.

ROAD CLOSURES:

The Golden Gate Bridge Highway Transportation District established a hard closure of the #1 toll lane of the Golden Gate Bridge from approximately 1717 hours to approximately 1900 hours to accommodate the hazardous material response, investigation, and clean up.

EVACUATION DETAILS:

None. Due to the small nature of the spill, no evacuation was required.

ENVIRONMENTAL IMPACT:

Per Supervisor Steve Brown of RES, the released oil into the storm drain was entirely contained within the bottom portion of the concrete box (Christy box) that contains the storm drain and did not enter the drainpipe impacting the State's waterway.

CLEAN UP ACTIONS:

RES water jetted the drainage system and created 500 gallons of wash. The contaminated material was then pumped into a container truck. The truck transported the material to Seaport Refinery located at 679 Seaport Blvd, Redwood City, CA 94063 for proper disposal.

ACTIONS BY OTHER AGENCIES:

Golden Gate Bridge Highway Transportation District personnel responded to the collision scene and attempted to contain and/or reduce the amount of spilling oil. Their actions included placing a waterproof barrier specifically designed to contain oil over the nearby storm drains, utilizing approximately 40 gallons of granular absorbent material to contain the spilled oil, as well as assisted with traffic control.

**HAZARDOUS MATERIALS INCIDENT REPORT
CHP 407E**

ON-SCENE CHP PERSONNEL AND OTHER INVOLVED AGENCIES:

California Highway Patrol-Marin Area

53 San Clemente Drive
Corte Madera, CA 94925
(415) 924-1100

- | | |
|-----------------------------------|-----------------------|
| • Sergeant Peter Danford, #15000 | Incident Commander |
| • Officer Alexa O'Brien, #22514 | Traffic Control |
| • Officer Trevor Heyrend, #21629 | Traffic Control |
| • Officer Patrick Smalley, #13918 | Investigating Officer |

Golden Gate Bridge Highway Transportation District

1 Toll Plaza Road
San Francisco, CA 94929
(415) 878-2690

- | | |
|--|------------------------------|
| • Lieutenant Roger Elauria, Badge L-42 | Traffic control |
| • Sergeant David Earle, Badge, S-69 | Traffic control |
| • Sergeant Todd Roth, Badge, S-63 | Traffic control |
| • Roadway Service Technician Antony D'Amico | Assist with clean up and tow |
| • Roadway Service Technician Paul Meza, #09052 | Assist with clean up and tow |
| • Roadway Service Technician Bebe Etzler, #20406 | Assist with clean up and tow |
| • Bridge Electrician April DuBois, #00348 | Light Pole electrical damage |

RES Environmental Services, Inc.

2153 Martin Way
Pittsburg, CA 94565
(925) 432-1755

- | | |
|-----------------------------|----------------------------|
| • Craig Moore | Hazardous material cleanup |
| • Stephen Brown, Supervisor | Hazardous material cleanup |
| • Ricardo Pedroza | Hazardous material cleanup |

SITE SAFETY PLAN:

At approximately 1400 hours, Sergeant Peter Danford, #15000, (Incident Commander), and the Site Safety Officer / Investigating Officer Patrick Smalley, #13918, verbally communicated the size and scope of the incident and established a safety plan to ensure the wellbeing of everyone present and safe cleanup of the affected area.

**HAZARDOUS MATERIALS INCIDENT REPORT
CHP 407E**

ATTACHMENTS:

CHP 407I, Incident Action Plan/Site Safety Plan
Golden Gate Communication Center Log Number 210118GG01162
Proposition 65 Notification Letter to San Francisco County Board of Supervisors
Proposition 65 Notification Letter to San Francisco County Public Health Officer

Incident Detail Report

Data Source: Data Warehouse
 Incident Status: Closed
 Incident number: 210118GG01162
 Case Numbers:
 Incident Date: 1/18/2021 12:44:23
 Report Generated: 1/19/2021 08:13:55

Incident Information

Incident Type:	1 CHP Unit Incident	Alarm Level:	
Priority:	3	Problem:	1182-Trfc Collision-No Inj
Determinant:		Agency:	CHP
Base Response#:		Jurisdiction:	GG
Confirmation#:		Division:	34-Marin
Taken By:	Kimberly A Emery	Battalion:	34-Marin
Response Area:	34-120	Response Plan:	34-120 1 Unit Response
Disposition:	F-File	Command Ch:	
Cancel Reason:		Primary TAC:	
Incident Status:	Closed	Secondary TAC:	
Certification:		Delay Reason (if any):	
Longitude:	122475389	Latitude:	37807333

Incident Location

Location Name:	Golden Gate Bridge Toll Plaza - Opposite Side	County:	San Francisco
Address:	Us101 N	Location Type:	Bridges
Apartment:		Cross Street:	Lincoln Blvd ONR/South Tower
Building:		Map Reference:	
City, State, Zip:	Unincorporated CA 94129		

Supplemental Information - Person

PERSON 1			
OLN:	f1495159	OLS:	CA
PERSON 2			
OLN:	d2304891	OLS:	CA

Supplemental Information - Vehicle

VEHICLE 1
 License: 8tuv493 - CA

Call Receipt

Caller Name:	34-D9
Method Received:	
Caller Type:	
Call Back Phone:	
Caller Location:	

Time Stamps

Description	Date	Time	User	Elapsed Times	Description	Time
Phone Pickup	1/18/2021	12:44:23				
1st Key Stroke	1/18/2021	12:44:23		Received to In Queue		00:00:00
In Waiting Queue	1/18/2021	12:44:23		Call Taking		00:00:00
Call Taking Complete	1/18/2021	12:44:23	Kimberly A Emery	In Queue to 1st Assign		00:00:00
1st Unit Assigned	1/18/2021	12:44:23		Call Received to 1st Assign		00:00:00
1st Unit Enroute	1/18/2021	12:44:23		Assigned to 1st Enroute		00:00:00
1st Unit Arrived	1/18/2021	12:44:23		Enroute to 1st Arrived		00:00:00
Closed	1/18/2021	18:33:02	Jessica L Padgett	Incident Duration		05:48:39

Resources Assigned

Unit	Primary Flag	Assigned	Disposition	Enroute	Staged	Arrived	Delay At Patient Avail	Complete	Odm. Enroute	Odm. Arrived	Cancel Reason
34-D9	N	12:44:23		12:44:23		12:44:23		13:27:57			RU-Reassign Unit
A34-020	N	12:44:33		12:44:33		12:46:23		13:22:28			
A34-050M	N	12:51:11		12:51:11		12:55:38		13:48:14			RU-Reassign Unit
A34-010M	N	13:03:01	RU-Reassign Unit or Incident	13:03:01				13:05:02			RU-Reassign Unit
A17-022	N	13:08:50		13:08:50		13:08:54		13:35:12			
A17-034	N	13:12:31		13:12:31				15:05:08			RU-Reassign Unit
34-S1	N	13:30:02		13:30:02		13:30:02		16:44:52			RU-Reassign Unit
A34-010M	N	13:43:24	RU-Reassign Unit or Incident					16:45:28			RU-Reassign Unit
A34-010M	Y	16:45:38	F-File					18:33:02			

Personnel Assigned

Unit	Name
A34-020	Alexa L Obrien (022514)
A34-050M	Trevor S Heyrend (021629) - Officer
A34-010M	Patrick M Smalley (013918) - Officer
A17-022	Brian K Wood (017693) - Officer
A17-034	Jeremy L Porter (020731) - Officer
34-S1	Peter A Danford (015000) - Sergeant
A34-010M	Patrick M Smalley (013918) - Officer; Patrick M Smalley (013918) - Officer

Pre-Scheduled Information
 No Pre-Scheduled Information

Transports
 No Transports Information

Transport Legs
 No Transports Information

Comments

Date	Time	User	Type	Conf.	Comments
1/18/2021	12:46:01	A11354	Response		[1] GGB HIT THE TP AND THEN CONT AT HIT THE BUILDING
1/18/2021	12:46:14	A11354	Response		[2] 2 FAR RIGHT LANES ARE BLOCKED TO THE TP
1/18/2021	12:50:41	A11354	Response		[3] A34-020 SOLO 1182
1/18/2021	12:50:53	A11354	Response		[4] 34-S1 COPIES
1/18/2021	12:51:20	A11354	Response		[5] [Notification] [CHP]-Problem changed from 1183-Trfc Collision-Unkn Inj to 1182-Trfc Collision-No Inj by CHP
1/18/2021	12:55:29	A11354	Response	Y	[6] A34-050M 99718A3// Y3269699
1/18/2021	12:59:04	A11239	Response		[7] PER ANOTHER // LIGHT POLE IN BLKG RT - SB SIDE
1/18/2021	13:12:39	A11354	Response		[8] Secondary Location for A17-022: EAST LOT.
1/18/2021	13:13:01	A11354	Response		[9] Secondary Location for A17-034: EAST LOT.
1/18/2021	13:20:37	A13425	Response	Y	[10] A34-020 CONFIRMED 1031 / WILL BE AT TOLL SGT OFC
1/18/2021	13:20:42	A13425	Response		[11] Secondary Location for A34-020: TOLL SGT OFC.
1/18/2021	13:22:16	A14746	Response		[12] 1022 LN 10 / WRONG LOG
1/18/2021	13:30:04	A14746	Response		[13] 34-S1 ALL LNS CLR AT TP
1/18/2021	13:31:49	A11455	Response		[14] [Notification] [CHP]-GGB ADV OIL WENT DOWN INTO DRAIN / NOT SURE WHO TO CALL FOR CLEANUP / FIRE DOES NOT HANDLE
1/18/2021	13:35:04	A14746	Response		[15] BC LN 14 / 34-S1 CPYS , WILL HEAD BACK OVER WHEN CLR
1/18/2021	13:35:13	017693	Response	Y	[16] 10-98
1/18/2021	13:37:49	A14746	Response		[17] Secondary Location for 34-S1: TOLL SGT OFC.
1/18/2021	13:43:39	A14746	Response		[18] A34-010M ENRT FOR FOLLOW-UP
1/18/2021	13:47:22	A14746	Response		[19] 34-S1 VIA LL , REQ OES # FOR OIL - APPROX 4 QUARTS OF OIL IN THE DIRT AT THE BOTTOM OF THE DRAIN / NTFY FISH & GAME
1/18/2021	13:56:11	A14746	Response	Y	[20] 1039 GGCC PSDSI SISCO FOR LN 19
1/18/2021	14:02:54	A14359	Response	Y	[21] [Notification] [CHP]-PLS ADV IS SPILL IS STOPPED AND CONTAINED
1/18/2021	14:03:55	A14746	Response	Y	[22] 34-S1 VIA LL , IT WAS A SML SPILL & AFFIRM ITS STOPPED & CONTAINED
1/18/2021	14:04:21	A14359	Response	Y	[23] 1039 LINE 22
1/18/2021	14:05:45	A14359	Response	Y	[24] [Notification] [CHP]-OES IS INQUIRING WHO THE RESPONSIBLE PTY IS FOR THE RELEASE OF SPILL NEED NAME, CONTACT NUMBER AND ADDRESS
1/18/2021	14:06:17	A14746	Response	Y	[25] PLS HAVE OES CONTACT 34-S1 VIA CELL (1021 IN MISC FIELD) FOR FURTHER
1/18/2021	14:08:40	A14359	Response	Y	[26] XFER OES TO 34-S1
1/18/2021	14:21:03	A14746	Response		[27] 34-S1 SPOKE W/ OES / RESP COMPANY HAS NEG MEANS OF CLEAN-UP / REQ CT SUPERVISOR RESPOND
1/18/2021	14:21:20	A14746	Response		[28] TASKED TO TMC GG
1/18/2021	14:21:31	A14746	Response		[29] 34-S1 VIA LL / OES# 21-0273
1/18/2021	14:24:31	CT_KNII	Response		[30] 1039 DOT-CC
1/18/2021	14:25:36	A14746	Response		[31] Secondary Location for A34-010M: GGB SGT OFC.
1/18/2021	14:31:10	CT_KNII	Response	Y	[32] PER DOT-CC, THIS IS GGB HANDLE NOT DOT - TMC 1021 GGB TOLL SGT, TMC CPYS LOOKING FOR VENDER TO CLEAN UP OIL
1/18/2021	14:31:14	CT_KNII	Response	Y	[33] [Notification] [CHP]-[32] PER DOT-CC, THIS IS GGB HANDLE NOT DOT - TMC 1021 GGB TOLL SGT, TMC CPYS LOOKING FOR VENDER TO CLEAN UP OIL
1/18/2021	14:34:49	A14746	Response	Y	[34] 34-S1 CPYS LN 33 VIA LL
1/18/2021	15:00:49	A14746	Response		[35] 34-S1 VIA LL RES ENVIRONMENTAL SVCS ENRT FRM PIT
1/18/2021	15:02:45	A14746	Response		[36] 1039 FISH & GAME / OES ALREADY NTFD THEM
1/18/2021	16:45:48	A14746	Response		[37] Secondary Location for A34-010M: GGB SGT OFC.
1/18/2021	16:48:30	A14746	Response		[38] 34-S1 VIA LL / REQ TO INQ IF FISH & WILDLIFE IS RESPONDING OR IF THEY WILL ALLOW CHP TO DECLARE THE SCENE SAFE FOR RES ENVIRONMENTAL SERVICES TO START THE CLEAN UP PROCESS
1/18/2021	16:48:57	A14746	Response		[39] RES ENVIRO SVCS WAS SUPPOSED TO BE ENRT FRM RCH AROUND 1445 HRS
1/18/2021	16:52:32	A14746	Response	Y	[40] IF OIL SPILL IS NEG IMPACTING A WATERWAY FISH & WILDLIFE DOES NOT RESPOND / THEY ARE GOING TO CONF IF CHP CAN DEEM IT SAFE & CB
1/18/2021	17:02:35	A15101	Response		[41] [Notification] [CHP]-FISH AND GAME ADVSD THERE IS NO WATER , SO THEY ARE NOT RESPONDING. IF THERE IS SOMEONE 1097 THAT IS ABLE TO CLEAN IT UP , GO AHEAD
1/18/2021	17:20:59	A14746	Response		[42] 34-S1 CPYS LN 41
1/18/2021	17:46:31	A14746	Response	Y	[43] 34-S1 VIA LL , NEG GGB TOW TK INVD / 1185 INVD WAS FRM M&I TOWING OO LVMR

Address Changes
 No Address Changes

Priority Changes

Date	Time	Changed from Priority	Reason	User
1/18/2021	12:51:20	2	Additional Info	KAE

Alarm Level Changes
 No Alarm Level Changes

Activity Log

Date	Time	Radio	Activity	Location	Log Entry	User
1/18/2021	12:44:24	34-D9	10-97	Us101 N [Golden Gate Bridge Toll Plaza - Opposite Side]		A11354
1/18/2021	12:44:33	A34-020	ASSIGN	Us101 N [Golden Gate Bridge Toll Plaza - Opposite Side]		A11354
1/18/2021	12:44:33	A34-020	Update Sector	Us101 N	From Sector 34 to 19	A11354
1/18/2021	12:44:33	A34-020	ENRT	Us101 N [Golden Gate Bridge Toll Plaza - Opposite Side]	Responding From = US101 S Moore RD.	A11354
1/18/2021	12:44:40		Read Incident		Incident 152 was Marked as Read.	A11354
1/18/2021	12:46:23	A34-020	10-97	Us101 N		A11354
1/18/2021	12:46:25		UserAction		User clicked Exit/Save	A11354

1/18/2021	12:50:46		Read Comment		Comment for Incident 152 was Marked as Read.	A11354
1/18/2021	12:50:55		UserAction		User clicked Exit/Save	A11354
1/18/2021	12:51:03		Read Comment		Comment for Incident 152 was Marked as Read.	A11354
1/18/2021	12:51:11	A34-050M	ASSIGN	Us101 N [Golden Gate Bridge Toll Plaza - Opposite Side]		A11354
1/18/2021	12:51:11	A34-050M	Update Sector	Us101 N	From Sector 34 to 19	A11354
1/18/2021	12:51:11	A34-050M	ENRT	Us101 N [Golden Gate Bridge Toll Plaza - Opposite Side]	Responding From = Us101 S / Sir Francis Drake Ofr [SB 101 JNO SFD 1/2 MILE].	A11354
1/18/2021	12:51:20	A34-050M	Change Unit Priority		Change Unit Priority from 2 to 3	A11354
1/18/2021	12:51:20		Incident Priority Change		Incident priority changed from 2 to 3 due to Additional Info	A11354
1/18/2021	12:51:20		UserAction		User clicked Exit/Save	A11354
1/18/2021	12:55:34		Read Comment		Comment for Incident 152 was Marked as Read.	A11354
1/18/2021	12:55:38	A34-050M	10-97	Us101 N		A11354
1/18/2021	12:55:43		Update IsConfidential	Us101 N	Updated IsConfidential to True for Response_Comment record 6	A11354
1/18/2021	12:55:44		UserAction		User clicked Exit/Save	A11354
1/18/2021	13:03:01	A34-010M	ASSIGN	Us101 N [Golden Gate Bridge Toll Plaza - Opposite Side]		A11354
1/18/2021	13:03:01	A34-010M	Update Sector	Us101 N	From Sector 34 to 19	A11354
1/18/2021	13:03:01	A34-010M	ENRT	Us101 N [Golden Gate Bridge Toll Plaza - Opposite Side]	Responding From = Marin Area.	A11354
1/18/2021	13:05:02	A34-010M	ReAssign Vehicle	Golden Gate Bridge Toll Plaza - Opposite Side	ReAssign Reason: RU-Reassign Unit	A11354
1/18/2021	13:05:02		ReAssign Response	Golden Gate Bridge Toll Plaza - Opposite Side	Clearing Primary Vehicle Flag	A11354
1/18/2021	13:06:35		Read Comment		Comment for Incident 152 was Marked as Read.	A11354
1/18/2021	13:06:41		UserAction		User clicked Exit/Save	A11354
1/18/2021	13:06:58		UserAction		User clicked Exit/Save	A11354
1/18/2021	13:08:50	A17-022	ASSIGN	Us101 N [Golden Gate Bridge Toll Plaza - Opposite Side]		A11354
1/18/2021	13:08:50	A17-022	Update Sector	Us101 N	From Sector 34 to 19	A11354
1/18/2021	13:08:50	A17-022	ENRT	Us101 N [Golden Gate Bridge Toll Plaza - Opposite Side]	Responding From = US101 S\Transit Transfer Facility.	A11354
1/18/2021	13:08:54	A17-022	10-97	Us101 N		A11354
1/18/2021	13:12:31	A17-034	ASSIGN	Us101 N [Golden Gate Bridge Toll Plaza - Opposite Side]		A11354
1/18/2021	13:12:31	A17-034	Update Sector	Us101 N	From Sector 34 to 19	A11354
1/18/2021	13:12:31	A17-034	ENRT	Us101 N [Golden Gate Bridge Toll Plaza - Opposite Side]	Responding From = TRANSIT TRANSFER FACILITY\Unnamed Street.	A11354
1/18/2021	13:12:39	A17-022	10-97 ALT	EAST LOT	Incident ID = 18219152, 0, 0,	A11354
1/18/2021	13:12:52		Read Comment		Comment for Incident 152 was Marked as Read.	A11354
1/18/2021	13:13:01	A17-034	10-97 ALT	EAST LOT	Incident ID = 18219152, 0, 0,	A11354
1/18/2021	13:13:48		UserAction		User clicked Exit/Save	A11354
1/18/2021	13:14:45		Read Comment		Comment for Incident 152 was Marked as Read.	A14746
1/18/2021	13:14:49		UserAction		User clicked Exit/Save	A14746
1/18/2021	13:20:42	A34-020	10-97 ALT	TOLL SGT OFC	Incident ID = 18219152, 0, 0,	A13425
1/18/2021	13:21:19		Read Comment		Comment for Incident 152 was Marked as Read.	A14746
1/18/2021	13:22:07		Update IsConfidential	Us101 N	Updated IsConfidential to True for Response_Comment record 10	A14746
1/18/2021	13:22:28	A34-020	10-8	Us101 N [Golden Gate Bridge Toll Plaza - Opposite Side]	Unit Cleared From Incident 210118GG01162	A14746
1/18/2021	13:22:29	A34-020	Reassign Vehicle	US101 S\Transit Transfer Facility	Incident 210118GG01162 Reassigned	A14746
1/18/2021	13:22:29	A34-020	Reassign Response	US101 S\Transit Transfer Facility	Incident 210118GG01162 Reassigned	A14746
1/18/2021	13:25:44		UserAction		User clicked Exit/Save	A14746
1/18/2021	13:27:57	34-D9	10-8	Us101 N [Golden Gate Bridge Toll Plaza - Opposite Side]	Unit Cleared From Incident 210118GG01162	A14746
1/18/2021	13:27:57	34-D9	Reassign Vehicle	Us101 N [Golden Gate Bridge Toll Plaza - Opposite Side]	ReAssign Reason: RU-Reassign Unit	A14746
1/18/2021	13:27:57	34-D9	Reassign Response	Us101 N [Golden Gate Bridge Toll Plaza - Opposite Side]	ReAssign Reason: RU-Reassign Unit	A14746
1/18/2021	13:27:57	34-D9	Reassign Response	Us101 N [Golden Gate Bridge Toll Plaza - Opposite Side]	Clearing Primary Vehicle Flag	A14746
1/18/2021	13:30:02	34-S1	ASSIGN	Us101 N [Golden Gate Bridge Toll Plaza - Opposite Side]		A14746
1/18/2021	13:30:02	34-S1	Update Sector	Us101 N	From Sector 34 to 19	A14746
1/18/2021	13:30:02	34-S1	ENRT	Us101 N [Golden Gate Bridge Toll Plaza - Opposite Side]	Responding From = E Sir Francis Drake Blvd / Us101 N [SFD JEO 101].	A14746
1/18/2021	13:30:02	34-S1	10-97	Us101 N [Golden Gate Bridge Toll Plaza - Opposite Side]		A14746
1/18/2021	13:30:15		UserAction		User clicked Exit/Save	A14746
1/18/2021	13:31:19		Read Comment		Comment for Incident 152 was Marked as Read.	A14746
1/18/2021	13:31:51		UserAction		User clicked Exit/Save	A11455
1/18/2021	13:33:46		Read Comment		Comment for Incident 152 was Marked as Read.	A14746
1/18/2021	13:35:06		UserAction		User clicked Exit/Save	A14746
1/18/2021	13:35:12	A17-022	10-8	Us101 N [Golden Gate Bridge Toll Plaza - Opposite Side]	Unit Cleared From Incident 210118GG01162	A17-022
1/18/2021	13:37:49	34-S1	10-97 ALT	TOLL SGT OFC	Incident ID = 18219152, 0, 0,	A14746
1/18/2021	13:43:24	A34-010M	ASSIGN	Us101 N [Golden Gate Bridge Toll Plaza - Opposite Side]		A14746
1/18/2021	13:43:24	A34-010M	Update Sector	Us101 N	From Sector 34 to 19	A14746
1/18/2021	13:46:54		Read Comment		Comment for Incident 152 was Marked as Read.	A14746
1/18/2021	13:47:53		Read Comment		Comment for Incident 152 was Marked as Read.	A14746
1/18/2021	13:48:14	A34-050M	10-8	Us101 N [Golden Gate Bridge Toll Plaza - Opposite Side]	Unit Cleared From Incident 210118GG01162	A14746

1/18/2021	13:48:14	A34-050M	Reassign Vehicle	Us101 N [Golden Gate Bridge Toll Plaza - Opposite Side]	ReAssign Reason: RU-Reassign Unit	A14746
1/18/2021	13:48:14	A34-050M	Reassign Response	Us101 N [Golden Gate Bridge Toll Plaza - Opposite Side]	ReAssign Reason: RU-Reassign Unit	A14746
1/18/2021	13:48:14	A34-050M	Reassign Response	Us101 N [Golden Gate Bridge Toll Plaza - Opposite Side]	Clearing Primary Vehicle Flag	A14746
1/18/2021	13:48:18		UserAction		User clicked Exit/Save	A14746
1/18/2021	13:56:13		UserAction		User clicked Exit/Save	A14746
1/18/2021	13:59:18		Read Comment		Comment for Incident 152 was Marked as Read.	A14746
1/18/2021	13:59:24		UserAction		User clicked Exit/Save	A14746
1/18/2021	14:03:22		Read Comment		Comment for Incident 152 was Marked as Read.	A14746
1/18/2021	14:03:57		UserAction		User clicked Exit/Save	A14746
1/18/2021	14:04:07		UserAction		User clicked Exit/Save	A13425
1/18/2021	14:04:17		Read Comment		Comment for Incident 152 was Marked as Read.	A14746
1/18/2021	14:04:26		UserAction		User clicked Exit/Save	A14746
1/18/2021	14:05:52		Read Comment		Comment for Incident 152 was Marked as Read.	A14746
1/18/2021	14:08:52		UserAction		User clicked Exit/Save	A14746
1/18/2021	14:20:58		Read Comment		Comment for Incident 152 was Marked as Read.	A14746
1/18/2021	14:21:17	A17-034	Task Request Sent	TRANSIT TRANSFER FACILITY LINCOLN BLVD ONR TOLL SGT OFC	Task request: REQ CT SUPERVISOR PLS. The request was sent to advisor role(s): TMC GG.	A14746
1/18/2021	14:21:17	34-S1	Task Request Sent	GGB EMPLOYEE LOT	Task request: REQ CT SUPERVISOR PLS. The request was sent to advisor role(s): TMC GG.	A14746
1/18/2021	14:21:17	A34-010M	Task Request Sent	GGB EMPLOYEE LOT	Task request: REQ CT SUPERVISOR PLS. The request was sent to advisor role(s): TMC GG.	A14746
1/18/2021	14:21:27		Read Incident		Incident 152 was Marked as Read.	CT_KNII
1/18/2021	14:21:37		UserAction		User clicked Exit/Save	A14746
1/18/2021	14:21:53	A34-010M	Task Request Declined	GGB EMPLOYEE LOT	Request: TASK REQUEST: 152, A17-034,34-S1,A34-010M TEXT: REQ CT SUPERVISOR PLS. The request was declined by Mark E Adolphson (017342)	017342
1/18/2021	14:21:53	34-S1	Task Request Declined	TOLL SGT OFC	Request: TASK REQUEST: 152, A17-034,34-S1,A34-010M TEXT: REQ CT SUPERVISOR PLS. The request was declined by Mark E Adolphson (017342)	017342
1/18/2021	14:21:53	A17-034	Task Request Declined	TRANSIT TRANSFER FACILITY LINCOLN BLVD ONR	Request: TASK REQUEST: 152, A17-034,34-S1,A34-010M TEXT: REQ CT SUPERVISOR PLS. The request was declined by Mark E Adolphson (017342)	017342
1/18/2021	14:24:02		Read Incident		Incident 152 was Marked as Read.	019343
1/18/2021	14:24:29	A17-034	Task Request Declined	TRANSIT TRANSFER FACILITY LINCOLN BLVD ONR	Request: TASK REQUEST: 152, A17-034,34-S1,A34-010M TEXT: REQ CT SUPERVISOR PLS. The request was declined by Eric M Anderson (019343)	019343
1/18/2021	14:24:29	34-S1	Task Request Declined	TOLL SGT OFC	Request: TASK REQUEST: 152, A17-034,34-S1,A34-010M TEXT: REQ CT SUPERVISOR PLS. The request was declined by Eric M Anderson (019343)	019343
1/18/2021	14:24:29	A34-010M	Task Request Declined	GGB EMPLOYEE LOT	Request: TASK REQUEST: 152, A17-034,34-S1,A34-010M TEXT: REQ CT SUPERVISOR PLS. The request was declined by Eric M Anderson (019343)	019343
1/18/2021	14:24:46	A34-010M	Task Request Accepted	GGB EMPLOYEE LOT	Request: REQ CT SUPERVISOR PLS. The request was accepted by KEVIN NII (CT_KNII)	CT_KNII
1/18/2021	14:25:36	A34-010M	ENRT ALT	GGB SGT OFC	Incident ID = 18219152, 0, 0,	A14746
1/18/2021	14:25:40	A34-010M	10-97 ALT	GGB SGT OFC	Incident ID = 18219152, 0, 0,	A14746
1/18/2021	14:26:50		Supplemental Information	Us101 N	Supplemental Person record 2403265 - was added for f1495159	Mobile1
1/18/2021	14:26:50	A34-050M	Record Check: Person Check	Us101 N [Golden Gate Bridge Toll Plaza - Opposite Side]	A34-050M IncidentId: 18219152 State-CA SubjectCheck=true Dlnumber-f1495159 OLSDL-CA OLNDL-f1495159 DMVICODEDL-L1	A34-050M
1/18/2021	14:26:50	A34-050M	Person Check Supplemental info	Us101 N [Golden Gate Bridge Toll Plaza - Opposite Side]	Added Person Check supplemental information	A34-050M
1/18/2021	14:31:13		Update IsConfidential	Us101 N	Updated IsConfidential to True for Response_Comment record 32 (Response Viewer)	CT_KNII
1/18/2021	14:31:14		Notify Comment		Comment for Incident 152 was Marked as Read.	A14746
1/18/2021	14:31:26		Read Comment		Comment for Incident 152 was Marked as Read.	A14746
1/18/2021	14:38:54		UserAction		User clicked Exit/Save	A14746
1/18/2021	15:00:30		Read Comment		Comment for Incident 152 was Marked as Read.	A14746
1/18/2021	15:02:48		UserAction		User clicked Exit/Save	A14746
1/18/2021	15:05:08	A17-034	10-8	Us101 N [Golden Gate Bridge Toll Plaza - Opposite Side]	Unit Cleared From Incident 210118GG01162	A14746
1/18/2021	15:05:08	A17-034	Reassign Vehicle	TRANSIT TRANSFER FACILITY LINCOLN BLVD ONR	ReAssign Reason: RU-Reassign Unit	A14746
1/18/2021	15:05:08	A17-034	Reassign Response	TRANSIT TRANSFER FACILITY LINCOLN BLVD ONR	ReAssign Reason: RU-Reassign Unit	A14746
1/18/2021	15:05:08	A17-034	Reassign Response	TRANSIT TRANSFER FACILITY LINCOLN BLVD ONR	Clearing Primary Vehicle Flag	A14746
1/18/2021	15:17:32		Supplemental Information	Us101 N	Supplemental Person record 2403320 - was added for d2304891	Mobile1
1/18/2021	15:17:32	A34-050M	Record Check: Person Check	Us101 N [Golden Gate Bridge Toll Plaza - Opposite Side]	A34-050M IncidentId: 18219152 State-CA SubjectCheck=true Dlnumber-d2304891 OLSDL-CA OLNDL-d2304891 DMVICODEDL-L1	A34-050M
1/18/2021	15:17:32	A34-050M	Person Check Supplemental info	Us101 N [Golden Gate Bridge Toll Plaza - Opposite Side]	Added Person Check supplemental information	A34-050M
1/18/2021	15:17:43	A34-050M	Record Check: Vehicle Check	Us101 N [Golden Gate Bridge Toll Plaza - Opposite Side]	A34-050M IncidentId: 18219152 LicState-CA LIC-8tuv493 DMVICODE-4 EntryForm-10-28 LIS-CA LIC1-8tuv493 LIS1-CA ICODE1-4	A34-050M
1/18/2021	15:17:43	A34-	Vehicle Check Supplemental	Us101 N [Golden Gate Bridge Toll Plaza - Opposite Side]	Added Vehicle Check supplemental information	A34-050M

1/18/2021	15:17:43	050M	info	Plaza - Opposite Side]				
			Supplemental Information	Us101 N		Supplemental Vehicle record 2319782 was added	Mobile1	
1/18/2021	15:17:43		License Plate	Us101 N		for license plate 8tuv493		
1/18/2021	16:32:21		UserAction			Plate Number 8tuv493 has been added.	Mobile1	
1/18/2021	16:44:52	34-S1	10-8	Us101 N [Golden Gate Bridge Toll		User clicked Exit/Save	A14359	
				Plaza - Opposite Side]		Unit Cleared From Incident 210118GG01162	A14746	
1/18/2021	16:44:52	34-S1	Reassign Vehicle	TOLL SGT OFC		ReAssign Reason: RU-Reassign Unit	A14746	
1/18/2021	16:44:52	34-S1	Reassign Response	TOLL SGT OFC		ReAssign Reason: RU-Reassign Unit	A14746	
1/18/2021	16:44:52	34-S1	Reassign Response	TOLL SGT OFC		Clearing Primary Vehicle Flag	A14746	
1/18/2021	16:45:28	A34-010M	Disposition	Golden Gate Bridge Toll Plaza -		RU-Reassign Unit or Incident	A14746	
				Opposite Side				
1/18/2021	16:45:28	A34-010M	10-8	Us101 N [Golden Gate Bridge Toll		Unit Cleared From Incident 210118GG01162	A14746	
				Plaza - Opposite Side]				
1/18/2021	16:45:28	A34-010M	Reassign Vehicle	GGB SGT OFC		ReAssign Reason: RU-Reassign Unit	A14746	
1/18/2021	16:45:28	A34-010M	Reassign Response	GGB SGT OFC		ReAssign Reason: RU-Reassign Unit	A14746	
1/18/2021	16:45:28	A34-010M	Reassign Response	GGB SGT OFC		Clearing Primary Vehicle Flag	A14746	
1/18/2021	16:45:38	A34-010M	ASSIGN	Us101 N [Golden Gate Bridge Toll			A14746	
				Plaza - Opposite Side]				
1/18/2021	16:45:38	A34-010M	Update Sector	Us101 N		From Sector 34 to 19	A14746	
1/18/2021	16:45:48	A34-010M	10-97 ALT	GGB SGT OFC		Incident ID = 18219152, 0, 0,	A14746	
1/18/2021	16:53:31		UserAction			User clicked Exit/Save	A14746	
1/18/2021	17:02:53		Read Comment			Comment for Incident 152 was Marked as Read.	A14746	
1/18/2021	17:02:53		UserAction			User clicked Exit/Save	A15101	
1/18/2021	17:21:00		UserAction			User clicked Exit/Save	A14746	
1/18/2021	17:45:26		Read Comment			Comment for Incident 152 was Marked as Read.	A14746	
1/18/2021	17:47:27		UserAction			User clicked Exit/Save	A14746	
1/18/2021	18:02:01		UserAction			User clicked Exit/Save	A11239	
1/18/2021	18:33:02	A34-010M	Disposition	Golden Gate Bridge Toll Plaza -		F-File	A13425	
				Opposite Side				
1/18/2021	18:33:02	A34-010M	10-8	Us101 N [Golden Gate Bridge Toll		Unit Cleared From Incident 210118GG01162	A13425	
				Plaza - Opposite Side]				
1/18/2021	18:33:02	A34-010M	Response Closed	Golden Gate Bridge Toll Plaza -		Response Disposition: F-File	A13425	
				Opposite Side				
1/18/2021	19:40:24		UserAction			User clicked Exit/Save	CT_KNII	

Edit Log

Date	Time	Field	Changed From	Changed To	Reason	Table	Workstation	User
1/18/2021	12:44:40	Read Call	False	True	(Response Viewer)	Response_Master_Incident	GG036	A11354
1/18/2021	12:46:24	Caller_Name		34-D9	(Response Viewer)	Response_Master_Incident	GG036	A11354
1/18/2021	12:50:46	Read Comment	False	True	(Response Viewer)	Response_Master_Incident	GG036	A11354
1/18/2021	12:51:03	Read Comment	False	True	(Response Viewer)	Response_Master_Incident	GG036	A11354
1/18/2021	12:51:20	Priority_Number	2	3	Additional Info	Response_Master_Incident	GG036	A11354
1/18/2021	12:51:20	Priority_Description	2	3	Additional Info	Response_Master_Incident	GG036	A11354
1/18/2021	12:51:20	Problem	1183-Trfc Collision-Unkn Inj	1182-Trfc Collision-No Inj	(Response Viewer)	Response_Master_Incident	GG036	A11354
1/18/2021	12:51:20	Current_UnitRespPr	A34-050M: 2	3	Additional Info	Response_Vehicles_Assign	GG036	A11354
		riorityDesc				ed		
1/18/2021	12:55:34	Read Comment	False	True	(Response Viewer)	Response_Master_Incident	GG036	A11354
1/18/2021	12:55:43	IsConfidential	False	True	Change Confidential Comment	IncidentComment	GG036	A11354
1/18/2021	13:06:35	Read Comment	False	True	(Response Viewer)	Response_Master_Incident	GG036	A11354
1/18/2021	13:12:52	Read Comment	False	True	(Response Viewer)	Response_Master_Incident	GG036	A11354
1/18/2021	13:14:45	Read Comment	False	True	(Response Viewer)	Response_Master_Incident	GG036	A14746
1/18/2021	13:21:19	Read Comment	False	True	(Response Viewer)	Response_Master_Incident	GG036	A14746
1/18/2021	13:22:07	IsConfidential	False	True	Change Confidential Comment	IncidentComment	GG036	A14746
1/18/2021	13:31:19	Read Comment	False	True	(Response Viewer)	Response_Master_Incident	GG036	A14746
1/18/2021	13:33:46	Read Comment	False	True	(Response Viewer)	Response_Master_Incident	GG036	A14746
1/18/2021	13:46:54	Read Comment	False	True	(Response Viewer)	Response_Master_Incident	GG036	A14746
1/18/2021	13:47:53	Read Comment	False	True	(Response Viewer)	Response_Master_Incident	GG036	A14746
1/18/2021	13:59:18	Read Comment	False	True	(Response Viewer)	Response_Master_Incident	GG036	A14746
1/18/2021	14:03:22	Read Comment	False	True	(Response Viewer)	Response_Master_Incident	GG036	A14746
1/18/2021	14:04:17	Read Comment	False	True	(Response Viewer)	Response_Master_Incident	GG036	A14746
1/18/2021	14:05:52	Read Comment	False	True	(Response Viewer)	Response_Master_Incident	GG036	A14746
1/18/2021	14:20:58	Read Comment	False	True	(Response Viewer)	Response_Master_Incident	GG036	A14746

1/18/2021	14:31:13	IsConfidential	False	True	Viewer) Change Confidential Comment	IncidentComment	GG204	CT_KNII
1/18/2021	14:31:26	Read Comment	False	True	(Response Viewer)	Response_Master_Incident	GG036	A14746
1/18/2021	15:00:30	Read Comment	False	True	(Response Viewer)	Response_Master_Incident	GG036	A14746
1/18/2021	17:02:53	Read Comment	False	True	(Response Viewer)	Response_Master_Incident	GG036	A14746
1/18/2021	17:45:26	Read Comment	False	True	(Response Viewer)	Response_Master_Incident	GG036	A14746

Custom Time Stamps
No Custom Time Stamps

Custom Data Fields
Description
EMS
FIRE
LAW

Data	User
SF EMERGENCY COMM	A11354
SF EMERGENCY COMM	A11354
NPS	A11354

Attachments
No Attachment

Route

FROM: CLET ISN: 23995 DATE: 01/19/21 TIME: 09:52:43 RESP MSG
TO: W350A022 OSN: 00002 DATE: 01/19/21 TIME: 09:52:45

USERID: 015000

ID

DATE:01-19-21*TIME:09:52*

DMV RECORD FOR LAW ENFORCEMENT USE ONLY

DL/NO:Y3269699*B/D:01-22-1984*NAME:COLINJARDON VICTOR*
MAIL ADDR AS OF 01-09-20:3819 VINEYARD AVE 89 PLEASANTON 94566*
OTH/ADDR AS OF 09-03-15:272 ROSE AVE APT 2 PLEASANTON *

IDENTIFYING INFORMATION:

SEX:MALE*HAIR:BLACK*EYES:BRN*HT:5-05*WT:160*

LIC/ISS:01-09-20*EXPIRES:01-22-25*CLASS:C NON-COMMERCIAL*
ENDORSEMENTS:NONE*
ORIGINAL DL ISSUE DATE:09-03-15*

LATEST APP:

DL TYPE:RENEWAL*ISS/DATE: 01-09-20*OFFICE: PLE*BATES:LIS*

LICENSE STATUS:
VALID*

DEPARTMENTAL ACTIONS:

NONE

CONVICTIONS:
NONE

FAILURES TO APPEAR:
NONE

ACCIDENTS:
NONE

END



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Key Contacts

Identify and reach decision makers who have been verified by multiple sources.

Official Contact: None on file

DOT Contact: None on file

[GET KEY CONTACTS \(HTTPS://AI.FMCSA.DOT.GOV/SMS/SEARCH/INDEX.ASPX\)](https://ai.fmcsa.dot.gov/sms/search/index.aspx)

Overview

Address: 898 HERMAN AVE APT 109 LIVERMORE, CA 94551 8972

Mailing Address: 898 HERMAN AVE APT 109 LIVERMORE, CA 94551 8972

Phone/Fax: (408) 794-5378 (tel:4087945378)

Email: Available in Company Report (<https://ai.fmcsa.dot.gov/SMS/Search/Index.aspx>)

DOT Number: 3080593

Power Units: 1

Drivers: 2

[GET COMPANY REPORT \(HTTPS://AI.FMCSA.DOT.GOV/SMS/SEARCH/INDEX.ASPX\)](https://ai.fmcsa.dot.gov/sms/search/index.aspx)

FMCSA Administrator Ray Martinez talks hours, ...



The Industries Best Motor Carrier & Trucking Company Leads

- Get access to decision maker's names, emails, and phone numbers
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- Find companies by fleet size, location, policy renewals, new ventures
- Over 2.2 million records updated every 24 hours
- Export targeted lead lists

The only service providing decision maker names and personal emails pre-authority, within 2 minutes of applying for authority.

Insurance

Insurance Coverage

No insurance coverage information on file with the DOT.

Insurance Requirements

No insurance requirements on file with the DOT.

[VIEW INSURANCE \(HTTPS://AFMCSA.DOT.GOV/SMS/SEARCH/INDEX.ASPX\)](https://afmcsa.dot.gov/sms/search/index.aspx)

Inspection Reports

No inspection reports on file with the DOT.

[VIEW INSPECTIONS \(HTTPS://AI.FMCSA.DOT.GOV/SMS/SEARCH/INDEX.ASPX\)](https://ai.fmcsa.dot.gov/sms/search/index.aspx)

Cargo

No cargo authorization on file with the DOT.

General Freight

[FIND CARRIERS BY CARGO \(/COMPANIES/\)](#)

Authority Status

No authority status on file with the DOT.

Operating Status

Operating Status:

ACTIVE

Out of Service Date:

None

Safety Ratings

No safety ratings on file at the DOT.

Which Best Describes You?

[Carrier \(Wanting leads\) \(/post.html\)](#) >

[Truck Driver \(/quick-app\)](#) >

Roadside Inspections

Total Inspections:

2

Driver Inspections:

2

Driver OOS Inspections:

0

Driver OOS Percentage:	0%
Vehicle Inspections:	2
Vehicle OOS Inspections:	0
Vehicle OOS Percentage:	0%
Mileage:	0
MCS-150 Filed:	12/27/2017

Carrier Operation

Interstate:	NO
Intrastate Only (HM):	NO
Intrastate Only (Non-HM):	YES

Operation Classification

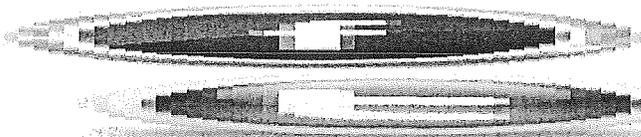
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[_ \(https://www.facebook.com/TruckingUnlimited\)](https://www.facebook.com/TruckingUnlimited)

[_ \(http://twitter.com/truckingultd\)](http://twitter.com/truckingultd)

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#)
Subject: FW: Comment re: Construction and Demolition Debris Recovery (File 201151)
Date: Monday, February 1, 2021 1:30:00 PM

From: Gershon Bialer <info@email.actionnetwork.org>
Sent: Monday, February 1, 2021 1:20 PM
To: Major, Erica (BOS) <erica.major@sfgov.org>; Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>; Preston, Dean (BOS) <dean.preston@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>
Subject: Comment re: Construction and Demolition Debris Recovery (File 201151)

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Members of the Land Use and Transportation Committee,

I am writing as a San Francisco resident recommending amendments to the Construction and Demolition Debris Recovery ordinance (File 201151).

The ordinance as written (Version 1) takes incremental steps towards reducing waste through establishing a permitting process and increasing the required percentage of diverted materials. However, as currently drafted, the ordinance does not maximize opportunities to improve equity, and it stops short of mitigating the climate and air quality impacts attributable to unrecovered landfill residuals.

In order to address these deficiencies, we ask that you amend the ordinance as follows:

1. Create community/local job requirements that must be met by transporters and facilities as defined in the ordinance;
2. Add a carbon and air quality impact fee starting at \$62 per ton (tied to the social cost of carbon, indexed for inflation) of landfilled waste, and redistribute proceeds to air and climate pollution mitigation measures directly benefiting communities impacted by demolition.

These amendments would help reduce carbon emissions and construction and demolition debris through incentivizing reuse of carbon intensive material. They would also provide community jobs and benefits on the order of \$10 million per year in funds for air and climate mitigation to impacted residents based on the ordinance's existing estimate of landfilled and incinerated debris.

As you well know, 75% of new development is slated for the Southeast corridor in San Francisco, an area historically overburdened by poor air quality and environmental toxins.

The impact fees generated by the proposed amendments, if reinvested in those communities, can help address historic damages and mitigate ongoing and future environmental impacts. For example, the fees could support weatherization and energy efficiency efforts, the electrification of home appliances to reduce indoor and outdoor air pollution attributable to methane combustion and leakage, and the expansion of EV charging infrastructure, among myriad other climate-positive initiatives that should be determined in consultation with local communities and community groups. At the same time, job requirements in those areas would provide economic opportunities in regions experiencing significant gentrification and displacement.

As well as funding climate-related local initiatives, the impact fee will also serve as an incentive to divert debris above the ordinance's requirement of 75%. This is crucial, since the embodied carbon (i.e. the carbon dioxide emitted in creating the material) of debris is not included in our emissions inventory but is staggeringly high. Cement and steel, for example, each have an embodied carbon content of about 1 ton per ton of material. Other materials vary, but with cement as an estimate, the 1.5 million tons of debris generated annually in San Francisco would add up to 25% to San Francisco's greenhouse gas emissions if included in its city-wide inventory. We need to seriously consider the impact of our consumption, and adding an impact fee to this ordinance would be a major step in the right direction.

As members of the Board of Supervisors, you have a major opportunity to address key concerns around equity and climate through this ordinance. Please include the recommended amendments.

Thank you.

Gershon Bialer

gershon.bialer@gmail.com

155 Jackson Street, Apt. 2202

San Francisco, California 94111

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#)
Subject: FW: Comment re: Construction and Demolition Debris Recovery (File 201151)
Date: Tuesday, February 2, 2021 9:28:00 AM

From: Rishi Purohit <rpurohit23@gmail.com>

Sent: Monday, February 1, 2021 6:05 PM

To: erica.major@sfgov.com; Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>; Preston, Dean (BOS) <dean.preston@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>

Subject: Comment re: Construction and Demolition Debris Recovery (File 201151)

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Members of the Land Use and Transportation Committee,

I am writing as a San Francisco resident recommending amendments to the Construction and Demolition Debris Recovery ordinance (File 201151).

The ordinance as written (Version 1) takes incremental steps towards reducing waste through establishing a permitting process and increasing the required percentage of diverted materials. However, as currently drafted, the ordinance does not maximize opportunities to improve equity, and it stops short of mitigating the climate and air quality impacts attributable to unrecovered landfill residuals.

In order to address these deficiencies, we ask that you amend the ordinance as follows:

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These amendments would help reduce carbon emissions and construction and demolition debris through incentivizing reuse of carbon intensive material. They would also provide community jobs and benefits on the order of \$10 million per year in funds for air and climate mitigation to impacted residents based on the ordinance's existing estimate of landfilled and incinerated debris.

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reinvested in those communities, can help address historic damages and mitigate ongoing and future environmental impacts. For example, the fees could support weatherization and energy efficiency efforts, the electrification of home appliances to reduce indoor and outdoor air pollution attributable to methane combustion and leakage, and the expansion of EV charging infrastructure, among myriad other climate-positive initiatives that should be determined in consultation with local communities and community groups. At the same time, job requirements in those areas would provide economic opportunities in regions experiencing significant gentrification and displacement.

As well as funding climate-related local initiatives, the impact fee will also serve as an incentive to divert debris above the ordinance's requirement of 75%. This is crucial, since the embodied carbon (i.e. the carbon dioxide emitted in creating the material) of debris is not included in our emissions inventory but is staggeringly high. [Cement and steel, for example, each have an embodied carbon content of about 1 ton per ton of material.](#) Other materials vary, but with cement as an estimate, the 1.5 million tons of debris generated annually in San Francisco would add up to 25% to San Francisco's greenhouse gas emissions if included in its city-wide inventory. We need to seriously consider the impact of our consumption, and adding an impact fee to this ordinance would be a major step in the right direction.

As members of the Board of Supervisors, you have a major opportunity to address key concerns around equity and climate through this ordinance. Please include the recommended amendments.

Sincerely,

--

Rishi Purohit
(510) 364-9564

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Major, Erica \(BOS\)](#)
Subject: FW: All Electric Building Code + Gas Stovetops
Date: Monday, February 1, 2021 10:49:00 AM

From: Brian Turner <cawley@gmail.com>
Sent: Saturday, January 30, 2021 12:29 PM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: All Electric Building Code + Gas Stovetops

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I recently sent the following comments to the office of my supervisor, Hillary Ronen, concerning the 'All-Electric Buildings' legislation put forward by Supervisor Mandelman. Ronen's staff suggested that I should forward my comments to the Board of Supervisors directly so that they can be included in the legislative file.

I was interested to see the recent SF Chronicle article by JD Morris, 'Bay Area natural gas bans spread in 2020.' I have mixed feelings and, as my supervisor - and someone who has a direct voice in deciding how these particular legislative goals move forward - you seem like the right person to reach out to about this.

As a sustainability-minded architect who is well aware of the steep toll that the construction, operation and demolition of buildings takes on our environment, I'm thrilled to see the momentum behind phasing out natural gas in favor of clean electric in many of our building systems - but dismayed to see those efforts blindly extended to our stovetops.

Aside from the environmental impact (and the dollars and cents on their electricity bills), no one in the general public cares about whether our water is heated or our air conditioned using gas or electric energy sources. I mean that in a positive sense -switching to electric water heaters isn't going to raise any hackles among the general public.

Food, on the other hand, do I need to point out that food is central to human culture? That legislation which dictates how people can prepare their food has a real cultural impact that should be taken into account? That a lot of folks feel very strongly about having this choice made for them?

Do gas stove tops have a real environmental cost compared to electric stovetops powered by sustainable sources? Yes. Given that, it makes sense to incentivize the use of electric. It does not make sense to ban the use of the gas stove tops which many restaurant workers and home chefs will tell you have significant benefits both in terms of what kind of food we can cook and on the experience of cooking.

When you're dealing with a tool that is so central to human culture - the stovetop - people deserve the right to choose and, yes, if they choose to cook with gas it is not unreasonable to say that they should pay to offset the environmental costs of that choice. But government and building codes should absolutely not make that choice for people.

This is the type of blind overreach that we've seen imperil good progressive legislation over and over again. The vast majority of the benefits of switching to all-electric building systems can be achieved without the general public even taking notice, let alone objection. We shouldn't lump on this one thing - mandating how people can cook their food - that is going to generate strong reactions from the general public and imperil common sense legislation by dragging it into the culture wars.

--

Brian Turner
Folsom + 20th
e. cawley@gmail.com

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Wong, Linda \(BOS\)](#)
Subject: FW: San Francisco Music and Venue Recovery Fund - letter of support
Date: Wednesday, February 3, 2021 9:33:00 AM

From: Steven Lee <steven.lee.ventures@gmail.com>
Sent: Wednesday, February 3, 2021 6:53 AM
To: Haney, Matt (BOS) <matt.haney@sfgov.org>; Mar, Gordon (BOS) <gordon.mar@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>
Cc: Walton, Shamann (BOS) <shamann.walton@sfgov.org>; CMAC Board <board@cmacsf.org>; Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: San Francisco Music and Venue Recovery Fund - letter of support

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

City Hall - Board of Supervisors
Budget and Finance Committee
1 Dr. Carlton B. Goodlett Place, Room 244,
San Francisco, CA 94102-4689

Dear Supervisors **Chair Matt Haney,**
Supervisor Ahsha Safai
Supervisor Gordon Mar

Please support Supervisors Haney, Walton and Safai's San Francisco Music and Venue Recovery Fund. Bars, Lounges and large Venues were the first ordered to close in March 2020. Nightlife data has documented that this industry contributes Seven Billion dollars in jobs, taxes, and support services to the San Francisco's Economy. However, City Hall has lost its memory and forgot to help the Independent Venue owners where this cash infusion for San Francisco begins. This important component of the Nightlife Industry was overlooked and not included in the City's Task Force Covid 19 Economic Recovery Plans.

Hard core facts: most of these impacted venues have spaces of 3,000 or more square footage. Rents ranging from the low \$5000 to the high \$15000 or more per month. With March 2021 approaching, marking 12 months of being shut down, the balloon payments to Landlords are going to be astronomical.

The sad reality is these Stage Four businesses could still remain close even longer. It is essential that Non competing industry Grants or Low Interest Loans be specifically designated for this Industry. This is the only possible solution to help save these venues from closing.

Supervisors, City Hall **cannot forget about** an Industry that has been "Stimulating" the City's economy of over 7 billion dollars year after year. Please do not send a negative message to the small **business community** that the City and County of San Francisco is unappreciative of **hard work and risk** that these Independent Venue owners **have contributed** for decades.

Reinvesting a fraction of what was produced **OVER** these years will give these small businesses a fighting chance to still be around when Covid 19 has been defeated. **Hopefully in time, will pay it back by** "Stimulating" the City's economy of 7 billion dollars once again.

Please support San Francisco Music and Venue Recovery Fund. It's the right thing to do. Thank you for your consideration.

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#)
Subject: FW: 730 Stanyan Safe Sleeping Site.
Date: Tuesday, February 2, 2021 9:40:00 AM

From: lauren pierik <laurenpierik@yahoo.com>
Sent: Tuesday, February 2, 2021 8:58 AM
To: Preston, Dean (BOS) <dean.preston@sfgov.org>; Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>; Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>
Subject: 730 Stanyan Safe Sleeping Site.

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hello,

Regarding the continued existence of the sanctioned tent encampment at 730 Stanyan Street:

This appears to be a case of the cart pulling the horse.

I believe the site exists and continues to exist to provide funding and a home for the non-profits involved.

It appears to be a sweetheart deal brokered by Dean Preston, who is enabled by the naivete of the district 5 voters.

Please close this, site as you previously promised to do.

As predicted, it has resulted in an increase in criminal and social and public health problems in the neighborhood,

Thank you.

Lauren Pierik

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#)
Subject: FW: BAC Resolution on the Better Market Street Plan
Date: Wednesday, January 27, 2021 3:57:00 PM
Attachments: [BAC Resolution Better MarketStreet Changes - Signed.pdf](#)

From: Bert Hill <echill@sfhills.org>
Sent: Wednesday, January 27, 2021 1:55 PM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: Re: BAC Resolution on the Better Market Street Plan

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

On Wed, Jan 27, 2021 at 1:53 PM Bert Hill <echill@sfhills.org> wrote:

Please forward the attached resolution to the offices of the Supervisors.

Regards,

Bert Hill, Chair

SF Bicycle Advisory Committee



San Francisco Bicycle Advisory Committee

City Hall, Room 408

1 Dr. Carlton B. Goodlett Place

San Francisco, CA 94102

**RESOLUTION TO EMPHASIZE THE IMPORTANCE OF A SEPARATED,
PROTECTED BICYCLE ROUTE ON MARKET STREET.**

2021-01-25

WHEREAS, *Streets for People Bay Area* petitions the SFMTA Board, SFCTA Board, and Board of Supervisors to keep the protected bicycle lanes in the plans for Better Market Street (<https://actionnetwork.org/petitions/save-the-protected-bike-lanes-on-market-street>).

WHEREAS, in October 2019, the SFMTA Board approved the Better Market Street plan and the Better Market Street project finished its California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) environmental review and received project approvals; and,

WHEREAS, the Better Market Street project goals include improving safety, comfort, and mobility for people walking, rolling, bicycling, and riding transit; and,

WHEREAS, the City and County of San Francisco adopted a Transit-First Policy as stated in Section 8A.115 of the San Francisco Charter, which includes the principles that “decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety” and that “bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking;” and,

WHEREAS, the City and County of San Francisco adopted Vision Zero as a policy in 2014, committing to build better and safer streets, educate the public on traffic safety, enforce traffic laws, and adopt policy changes that save lives; and,

WHEREAS, the San Francisco Vision Zero Core Principles include Safe Streets: “Human error is inevitable and unpredictable; we should design the transportation system to anticipate error so the consequence is not severe injury or death. Transportation and land use development policies, standards, programs, and design decisions should prioritize preserving lives.” and the San Francisco Vision Zero Complementary Goals include Mode Shift: “The city will shift 80% of trips to sustainable travel choices by 2030. More people walking and biking on safe streets in San Francisco—getting health benefits from physical activity, cleaner air, and less traffic noise—helps makes it safer for everyone on every street;” and,

WHEREAS, the San Francisco Board of Supervisors declared a climate emergency on April 12, 2019; therefore be it

CC/4
1/25/2021



San Francisco Bicycle Advisory Committee

City Hall, Room 408

1 Dr. Carlton B. Goodlett Place

San Francisco, CA 94102

RESOLVED, the San Francisco Bicycle Advisory Committee stands with the San Francisco Bicycle Coalition, Walk SF, and other community groups' criticism of the proposed changes to the Better Market Street plan and endorses the *Streets for People Bay Area* petition to keep the protected bicycle lanes in the plans for Better Market Street; the petition cites that the proposed update to the plan is barely different to the status quo and would not be a safe and welcoming facility for all ages and abilities, that cyclists need a bicycle lane on Market Street that is not shared with vehicles, and that forcing cyclists to share the curb lane with taxis and delivery vehicles will lock in place for another generation the current unsafe conditions on Market Street where cyclists regularly risk injury and death due to careless drivers; and,

BE IT FURTHER RESOLVED, the San Francisco Bicycle Advisory Committee notes specifically with regard to the proposed changes that speed tables every block will result in confusion, danger, and congestion in the bicycle lane, mountable curbs (even if mountable by bicycles) will pose safety hazards when cyclists need to change lanes to avoid broken glass or stopped vehicles using the shared lane, and that rails and vents planned to remain in the shared lane will continue to pose safety hazards to cyclists; therefore, the San Francisco Bicycle Advisory Committee requests that the City of San Francisco only approves changes to the Better Market Street plan that maintain a protected bicycle lane that is not shared with vehicles, does not include speed tables or mountable curbs between the bicycle and vehicle lane.

**RESOLUTION TO EMPHASIZE THE IMPORTANCE OF A SEPARATED,
PROTECTED BICYCLE ROUTE ON MARKET STREET.**

- District 1: Kristin Tieche - Aye
- District 2: Sarah Boudreau - Aye
- District 3: Marc Brandt - Aye
- District 4: Anne Brask - Aye
- District 5: Melyssa Mendoza - Aye
- District 6: Mary Kay Chin - Aye
- District 7: Bert Hill - Aye
- District 8: Diane Serafini - Absent
- District 9: Kisai Henriquez - Aye
- District 10: Paul Wells - Aye
- District 11: Jeffrey Taliaferro - Absent

Signed Bert Hill

Date: 1/25/2021

Bert Hill, Chair

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#)
Subject: FW: February Sunshine News
Date: Thursday, February 4, 2021 8:17:00 AM
Attachments: [February Sunshine News.msg](#)

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

From: Anonymous <arecordsrequestor@protonmail.com>
Sent: Wednesday, February 3, 2021 3:45 PM
To: SOTF, (BOS) <sotf@sfgov.org>; Ethics Commission, (ETH) <ethics.commission@sfgov.org>; Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: February Sunshine News

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

From: [Anonymous](#)
To: [SOTF, \(BOS\)](#); [Ethics Commission, \(ETH\)](#); [Board of Supervisors, \(BOS\)](#)
Subject: February Sunshine News
Date: Wednesday, February 3, 2021 3:44:59 PM
Attachments: [signature.asc](#)

Dear City officials,

Here's February's monthly sunshine update from a transparency activist!

Electronic Metadata:

- The City Attorney has now produced email headers in exactly two emails to me, in compliance with SOTF Order 19044 against them. During the discussion, the Compliance committee did not appear to support the CAO's contention that the pandemic somehow supports *lesser* as opposed to *more* records disclosure.
- The Mayor has agreed in writing to produce by March a few weeks of her Prop G and non-Prop G calendar records with all ICS metadata, in compliance with SOTF Order 19047 against them.
- Public Works successfully produced various email and calendar records with all metadata, as ordered in SOTF Order 19097 against them.
- Police Dept claims they are reconsidering the issue with their legal dept (they were ordered to produce email headers in SOTF Order 19098, but have not yet complied).
- Given that Dept of Technology is trialing new software to automate these productions, the excuse that "its just too hard" is no longer acceptable (and has never been accepted by SOTF, regardless).

Coronado and the Public Defender:

- A long-running SOTF case, 19114 *Anderies v Public Defender*, was seemingly recently resolved by the SOTF Compliance Committee, but I believe the Committee's decision was wrong. Although the full SOTF had found the PDO in violation on two different sections of the Ordinance, the Committee appeared to believe that certain emails in the public defender's office discussing internal staff meetings are not "public records" because the *meetings* are not public meetings, and thus did not require PDO to produce anything additional. This was incorrect.
- I myself requested the same records from the PDO and they in fact gave me the three emails with a lot fewer redactions than they gave Mr. Anderies, thus proving that not only were such emails public records but also that they were *not* actually entirely exempt under *Coronado Police Officers Assn v Carroll*. It is concerning that PDO got away with this in SOTF 19114. How many other records were kept hidden falsely under the *Coronado* case? We'll soon found out.

Gov Code 6254.21 written demands:

- The Mayor's legal compliance officer Hank Heckel recently made a written demand against me under Gov Code 6254.21. As background, a different City agency released the Mayor's iMessage phone number as a public record on their website and to me. I informed the Mayor's Office and made a subsequent records request for Breed's texts, at which point Heckel issues an ambiguously worded demand under GC 6254.21. Note that I had not myself posted the Mayor's phone number online, nor had the Mayor

issued the legally required "a statement describing a threat or fear for the safety of that official or of any person residing at the official's home address", and *Publius v Boyer-Vine* shows that such demands violate the First Amendment even if the demand was perfected.

- After I threatened a First Amendment lawsuit, the Mayor's Office retracted that demand. In the future, the City should consider whether it wants to make unconstitutional *legal demands* instead of *polite requests* against members of the public.

Prop G calendars:

- As you may know I have brought complaints against every department head or elected official who refuses to record, especially, the general statement of issues discussed at all of their business meetings in their calendar. Here are some of the things you **cannot** do to comply with SFAC 67.29-5:
 - Claim the pandemic allows you not to produce the info
 - Refuse to record issues discussed
 - Claim that any vague subject lines constitute a "general statement of issues discussed"

Future meetings of public officials:

- SOTF has ruled twice in my cases (19103 and 19112) that the Mayor and the Chief of Police must produce their future calendar entries (*before the meetings occur*) with minimal redactions, and has ruled similarly in another case a few years ago against the District Attorney.
- The Mayor has *claimed* that she will comply, but has produced nothing in the last month plus.
- While he refused previously, the City Attorney has in fact produced his future calendar entries, with some security-related caveats, claiming that they have revisited the legal question.
- We'll now see if the Supervisors will comply.

SB 1421 (Police Misconduct) Records:

- I raised the issue of DPA/SFPD's non-compliance with the Sunshine Ordinance in the production of these records at a recent Police Commission meeting.
- Surprisingly, the Commissioners questioned the agencies on the details of the matter and it *appears* that DPA/SFPD will comply going forward. SFPD also claims it will comply for the older non-compliant responses. DPA refuses to do so.

Finally - don't forget all of your agencies owe me your text messages with the Mayor's Office.

Non-city officials BCC-ed:

- The number of emails from members of the public and press about my Sunshine work has grown **massively** recently so I've started bcc-ing you all on interesting public records matters, instead of sending just the topics you may want to know about. First, thank you for your support! Second, some of you may not want this info and I don't want to bother you - please do let me know if you'd rather not hear from me.
- **I am not a lawyer, and I cannot give you legal advice about your records issues. You need to get your own attorney if you need legal advice.** I'm just a guy fighting for the maximum possible public disclosure, like many of you. I do enjoy demanding

the same records others were denied and somehow get more records - the fact that this happens not rarely shows just how unfair the City's record system is. The City should be as careful in replying to everyone as they are now in replying to me - making sure that only the minimum exempt info is ever withheld.

- And I am more than happy to make public comment in support of your quest for disclosure if I, *in my independent view*, agree that the public should have access. But I will not be pressured to do so unless I agree with you as a matter of principle.
- If you're just interested in the records I am getting, many can be found here: <https://www.muckrock.com/foi/list/?user=25049> though some are under embargo.
- And if you care more about my fight to force systematic change across all of San Francisco's unlawful, non-compliant public records regime, you can find it here: <https://sunshine-advocacy.gitlab.io/san-francisco-ca-us/01/log>

Uncompromising government transparency is the basis of an informed electorate and thus the preservation of representative democracy, which is under attack at every level and from every corner.

====

NOTE: 1. If you are a public official: I intend that these communications all be disclosable public records, and I will not hold in confidence any of your messages, notwithstanding any notices to the contrary. 2. Nothing herein is legal, IT, or professional advice of any kind. The author disclaims all warranties, express or implied, including but not limited to all warranties of merchantability or fitness. 3. In no event shall the author be liable for any special, direct, indirect, consequential, or any other damages whatsoever. 4. The digital signature (signature.asc attachment), if any, in this email is not an indication of a binding agreement or offer; it merely authenticates the sender.

Sincerely,

Anonymous

From: [Board of Supervisors. \(BOS\)](#)
To: [BOS-Supervisors](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Wong, Linda \(BOS\)](#); [Hickey, Jacqueline \(BOS\)](#)
Subject: FW: OPPOSING BOS Agenda Items #11 and #12 Issuance of SFMTA Revenue Bonds File #210027 and #210034
Date: Tuesday, February 2, 2021 8:47:00 AM

From: aeboken <aeboken@gmail.com>
Sent: Monday, February 1, 2021 10:09 PM
To: BOS-Supervisors <bos-supervisors@sfgov.org>; BOS-Legislative Aides <bos-legislative_aides@sfgov.org>
Subject: OPPOSING BOS Agenda Items #11 and #12 Issuance of SFMTA Revenue Bonds File #210027 and #210034

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

TO: Board of Supervisors members

I am strongly opposing the issuance of significant amounts of new debt by the SFMTA due to its current deficits and uncertain future.

Eileen Boken

State and Federal Legislative Liaison

Coalition for San Francisco Neighborhoods*

* For identification purposes only.

Sent from my Verizon, Samsung Galaxy smartphone

From: [aeboken](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Subject: URGING SEVERING FROM CONSENT CALENDAR BOS Agenda Item #2 Appropriation of ESER Bond Series 2021A. File #201259
Date: Monday, February 1, 2021 10:03:26 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

TO: Board of Supervisors members

I am strongly urging the Board of Supervisors to sever the ESER bond appropriation item #2 from the Consent Calendar.

Bond issuances have not been placed on the Consent Calendar in the past.

Also, placing the ESER bond on the February 2, 2021 Consent Calendar is inconsistent with placing the SFMTA bonds on the February 2, 2021 Regular Calendar as items #11 and #12.

I am also urging the BOS to delete references to potable water AWSS and substitute simply AWSS for the Emergency Firefighting Water System.

Eileen Boken

State and Federal Legislative Liaison

Coalition for San Francisco Neighborhoods*

* For identification purposes only.

Sent from my Verizon, Samsung Galaxy smartphone

From: [aeboken](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Subject: SUPPORTING BOS Agenda Item #36 Urging Immediate Action to Accelerate Electric Vehicle Adoption in Municipalities Across California File #210086
Date: Monday, February 1, 2021 9:47:28 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

TO: Board of Supervisors members

I am supporting the acceletated adoption of electric vehicles statewide.

Eileen Boken

State and Federal Legislative Liaison

Coalition for San Francisco Neighborhoods*

* For identification purposes only.

Sent from my Verizon, Samsung Galaxy smartphone

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Marstaff \(BOS\)](#)
Subject: FW: right to reemployment legislation
Date: Friday, January 29, 2021 3:24:00 PM

From: Jeff Hanak <jeff@lycsf.com>
Sent: Friday, January 29, 2021 9:53 AM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; MandelmanStaff, [BOS] <mandelmanstaff@sfgov.org>; PrestonStaff (BOS) <prestonstaff@sfgov.org>
Subject: right to reemployment legislation

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Good Morning:

As I sat back in December to send a letter to the board of supervisors since we were only given 1 minute to post comment on the small business hearing at your meeting. I am wanting to send one more time. I find it a bit absurd not to even have a response sent back that this letter has been received.

Either way, as most of us small business owners are trying to find ways and time to apply for a second round of PPP and hoping that we will reach forgiveness to not send us into further debt and try to deal with ramping up another time to offer service outside, which can't just be turned on and off like the decisions we experience from our partnership with city government.

Now you are revisiting the right to reemployment legislation that was approved as temporary and honestly am concerned if you continue these forms of legislation and costly management of this, we will wonder what is next?

When the true time comes to reopen at full service, the challenges that will be presented to us are enormous. For one, there is no way we will be able to fully staff our restaurants at the same level as before, due to the fact that we do not know what type of business will eventually return. Also the time to follow the process this legislation demands, will be very difficult to follow due to the fact many of our staff have moved on to other careers or moved out of the area. I hope we will have former staff return as it will be most efficient from a cost and training standpoint. Realistically, I will be happy just to be able to offer a job to someone wanting to return to the workforce and our industry.

I along with my fellow small business owners and yes that means small business with 100 plus

employees. asked that you vote against this misguided and costly reemployment legislation.

It is time to trust that small business owners aren't all the enemy and as I am resending my past letter below, a true partnership of support and transparency has to occur.

Regards,
Jeff Hanak

December 23, 2020

To: San Francisco Board of Supervisors
Subject: Small Business Relief

My name is Jeff Hanak and am a restaurant owner in San Francisco for the past 25 years. As we are all dealing in unprecedented times and uncharted territories. Covid has made it very clear our industry and our city are not fully equipped to properly manage our responsibilities. Restaurants are a vital part to our city, as related to tourism, employment, real estate value and our contributions to the city coffers. I am not going to cry foul of the past and ask that we all start to look forward to what our businesses and city will look like in the next 3 months, 6 months, year and beyond. As I am specifically discussing restaurants, we must look at our relationship as a partnership between business owners, employees, commercial landlords and third party vendors. In order for us to climb out of this, each partner must understand their specific role and benefit that it provides.

This is the first time ever, I have not built an annual budget for my business but am operating on a 90 day basis. This is due to the fact that I cannot trust our city departments in any decisions that have been properly communicated in advance for us to prepare our business for change. Health and safety are number one. When the most recent shelter in place was announced, a true partnership would present the following options in advance and not just a few days notice. If you are so concerned about small business and its employees, then you would find a way to prepare both for an additional downturn. Maybe demanding medical providers to provide free insurance to staff laid off until the shelter in place is lifted? Demanding companies like Doordash to cut charges due to the fact that they will see increased sales volume with shelter in place.

We have seen a minimum wage increase in 2020, HCSO increase due next month. We have

laid off 80% of our staff, as some city employees received raises during this time. I have closed 2 restaurants and am running at about 30% of sales volume to last year. When it comes time to reopen, rent will be due, we will not be able to ramp up to 100% capacity immediately without rehiring and training, that is costly and not sure where we will find staff. In addition, anyone who has had PPP is unsure of what type of forgiveness our industry will realize.

I thank you for the Shared Spaces program, even though on hold at the moment. Hope you will advocate for the ABC rules which allow us to continue to sell alcohol to go. This has been one ray of hope.

I call on the board and the mayor to revisit measures that directly impact our small businesses. I am not asking to remove past legislation, but am asking to see if what has been in place makes sense anymore and adjust that is more equitable for everyone involved. We need relief and stimulus at the same time.

- The process in determining the rate per hour for contribution to HCSO is unrealistic to not have a cap. I am all for providing healthy benefits but do feel that there has to be a realization this cost should not only be passed onto the business owner. In addition, not sure why the cost for a large employer – more than 100 is higher than a small employer. Realistically the cost to provide insurance by large employers is more cost effective than a small employer going to the market. A portion of cost could go to health insurance and the remainder to some optional benefits, such as paying down student loans. Ultimately as we have seen during this pandemic, requiring employers to provide insurance doesn't work when we can't continue operating.
- Paid sick leave is something that employers should have the option to control in a way that could benefit employees. Why not give the option as PTO instead that would open up the hours to be used not only for sick leave.
- Minimum wage increases still aren't enough for any employee to live in SF. But as an employer and wanting to distribute wages in a more equitable manner, much higher than minimum wage, the antiquated regulation on tipping vs the use of a service charge needs to be revisited. Tipping needs to leave our industry but the taxes levied on service charges greatly reduces the ability to turn any profit in our industry.

We have available kitchens to cook for our city. There are some organizations that we have connected with but severely underfunded and we can be a great resource to cook for our city and serve our neighbors that don't have access to food. This is where the city can use its resources to align our small business in the right direction.

San Francisco is my home, restaurants are what I do for a living. We definitely run on low margins, so any downturn really hits us and we do not have the type of cash reserves to support us. The actions taken by our city government paints a clear picture that small business is not as valued, say a large tech company. So as someone who takes great risk in opening a

business, San Francisco will not be my choice of city to do business in the near future, unless we recognize the need to work closer together.

Please get us involved in any decisions that may be well intentioned but in practice do not work.

bos@sfgov.org

Thank you.



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Join the our [CLUBHOUSE](#) to stay in the know.

[nopalito](#) / [Dear Inga Smokehouse](#)

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#)
Subject: FW: Safe Sleeping Site Transition Plans and Coordinated Homeless Services
Date: Wednesday, February 3, 2021 1:22:00 PM

From: Christine Elbel <christine.elbel@gmail.com>
Sent: Wednesday, February 3, 2021 11:50 AM
To: Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>; Preston, Dean (BOS) <dean.preston@sfgov.org>; Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Cc: Pedrini, Christopher (POL) <Christopher.Pedrini@sfgov.org>
Subject: Safe Sleeping Site Transition Plans and Coordinated Homeless Services

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Mayor Breed, Supervisor Preston, and the Board of Supervisors,

I am a 37-year resident of San Francisco in District 5. Like my neighbors and local business owners, I've been dismayed by the degradation of our quality of life by tent encampments and increasing evidence of homeless individuals not receiving the care they need. This is probably related to, but not the cause of, our recent huge surge in burglaries and drug-related crime.

Since the Safe Sleeping Site on Stanyan Street's authorization appears to be ending soon, I am writing to ask what the plan is for housing the people who've been staying there. Is there ANY coordinated effort being made to get them off the streets and into indoor housing with access to the social and/or medical services they need?

Recently San Francisco has spawned a lot of efforts and had access to significant amounts of City and private funding to address this issue. But we only see things getting worse in our community.

There should be substantial outreach between city agencies, the police, and nonprofit service providers. This outreach should be coordinated to help those living on the streets; it should also include communication with citizens to let us know what is happening and what is planned.

With a continued piecemeal approach to these deep-seated San Francisco problems, we will be destined to keep rolling that boulder up the hill and then inevitably falling farther behind as it rolls back and we lose ground.

Let's think more strategically and create a model for the City's leaders to work together instead of in factions.

Please advise.

Christine Elbel
120 Shrader St.

San Francisco CA 84117
415 518-1448

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#); [BOS-Administrative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Carroll, John \(BOS\)](#)
Subject: FW: SF Chamber Opposition of File #200830
Date: Thursday, January 28, 2021 2:05:00 PM
Attachments: [Outlook-cid_image0.png](#)
[SFChamber_Opposition_File#200830.docx .pdf](#)

From: Emily Abraham <eabraham@sfchamber.com>
Sent: Thursday, January 28, 2021 8:45 AM
To: Emily Abraham <eabraham@sfchamber.com>
Subject: SF Chamber Opposition of File #200830

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Supervisors,

On behalf of the San Francisco Chamber of Commerce and the hundreds of large and small businesses we represent, I sincerely thank you for your continued efforts to support the employees of our San Francisco businesses.

We support all efforts to keep San Francisco employees protected and employed. However, we cannot support legislation that creates added burdens on our small business community. **Due to the administrative barriers, our changing economy, and risk of liabilities, we respectfully ask you to reject File #200830 “Police Code - Right to Reemployment Following Layoff Due to COVID-19 Pandemic” at this time.** Please see attached for the full letter from the Chamber and our co-signers.

We would support this legislation being reconstituted as a strong policy statement encouraging San Francisco employers to reemploy persons laid off because of COVID-19. Imposing a new set of rigid requirements on employers with potential liability for failing to meet those requirements is not what is needed at this moment.

Respectfully,

Emily Abraham

Emily Abraham

Deputy Director, Public Policy

San Francisco Chamber of Commerce



(Direct) 916-294-5029 • (E) eabraham@sfchamber.com

Pronouns: [she/her/hers](#)



235 Montgomery St., Ste. 760, San Francisco, CA 94104
tel: 415.392.4520 • fax: 415.392.0485
sfchamber.com • twitter: @sf_chamber

January 28, 2021

Honorable Supervisors Mar, Stefani, and Haney
San Francisco City Hall
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

Re: Opposition to File #200830 "Police Code - Right to Reemployment Following Layoff Due to COVID-19 Pandemic."

Dear Supervisors,

On behalf of the Chamber of Commerce and the hundreds of large and small businesses we represent, I sincerely thank you for your continued efforts to support the employees of our San Francisco businesses.

In these uncertain times, businesses of all sizes are not only suffering, but many are being forced to reimagine their business models. **With such rapidly changing safety guidelines, orders for shelter in place, and even our economy, we must oppose this File #200830 "Police Code - Right to Reemployment Following Layoff Due to COVID-19 Pandemic."**

Emergency legislation was needed to meet a dire situation. However, legislation that was borne out of response to the COVID-19 pandemic was meant for a very unique and specific situation, and economy. Hastily codifying emergency legislation from this period could have unforeseen and dire consequences to our local San Francisco businesses and their employees.

The "Right to Reemployment" legislation is overly burdensome, especially for smaller businesses. The administrative requirements create a barrier to small businesses who are already barebones, and may have to outsource their human resource personnel. The steps required for notification of employees and the city, along with forcing employers to determine which jobs are "similar" or "substantially similar," create logistical barriers for employers who might not have the resources to hire back employees.

An employer may not be able to provide similar working conditions or pay benefits after COVID-19, due to social distancing or changes in economic landscape. While financial hardship may be a reason for a change in terms and conditions, expanded safety regulations and precautions might change the workplace.

Further, the ambiguity of which may force businesses to defend themselves from lawsuits from employees through the legislation's Private Right of Action. This ordinance creates a novel, retroactive right that is contrary to businesses' foundational understanding of employment law in California. Under California law, and absent agreement otherwise, all employment may be terminated at the will of either party on notice to the other. State and local law do not recognize a statutory right to reemployment or any cause of action for violating such a right. This ordinance likely violates the contracts clauses of the federal and California constitutions. Its passage will result in substantial litigation when businesses and the state should be focused on economic recovery.

This legislation comes at a time when San Francisco can finally start to look forward. As we enter the Purple Tier again and the Regional Stay At Home Order is lifted, our businesses are able to begin safely reopening and serving customers in approved capacities. Given the economic devastation that has occurred in San Francisco over the past eleven months, and what is clearly a long road to recovery, businesses need flexibility, not burdensome and unnecessary requirements.

We support all efforts to keep San Francisco employees protected and employed. However, we cannot support legislation that creates added burdens on our small business community. **Due to the administrative barriers, our changing economy, and risk of liabilities, we respectfully ask you to reject this legislation at this time.** We would support this legislation being reconstituted as a strong policy statement encouraging San Francisco employers to reemploy persons laid off because of COVID-19. Imposing a new set of rigid requirements on employers with potential liability for failing to meet those requirements is not what is needed at this moment.

Thank you for your service and consideration.

Respectfully,

Rodney Fong
President & CEO
San Francisco Chamber of Commerce

Chris Wright
Executive Director
Committee on Jobs

Laurie Thomas
Executive Director
Golden Gate Restaurant Association

Kevin Carroll
President & CEO
Hotel Council of San Francisco

Lee Gregory
Executive Vice President
McCalls Catering & Events

Taylor Safford
President & CEO
PIER 39

Maryo Mogannam
President
San Francisco Council of District Merchants Associations

Jennifer Stojkovic
Executive Director
sf.citi

Kate Sofis
CEO
SFMade

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#)
Subject: FW: Suing the school board
Date: Wednesday, February 3, 2021 2:15:00 PM

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

From: Phyllis <pvankran@gmail.com>
Sent: Wednesday, February 3, 2021 2:11 PM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: Suing the school board

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Instead of spending the money to sue the school board and sacrificing the lives of the teachers, why don't you get the teachers vaccinated? Seems like a no brainer to me. Put the teachers in the same category as nurses, save lives.
Phyllis van Kranenburgh

Sent from my iPhone

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#)
Subject: FW: the Board and guns
Date: Monday, February 1, 2021 10:52:00 AM

From: Allen Jones <jones-allen@att.net>
Sent: Sunday, January 31, 2021 4:18 PM
To: Walton, Shamann (BOS) <shamann.walton@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: the Board and guns

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Supervisor Walton,
I recall the last time the SF Board of Supervisors held a regular meeting in the board's chambers. It was March 3, 2020.

The reason I know this is because I spoke during the "Public comments" section of that meeting. My issue was suggesting legislation banning the entire film industry from filming **any gun scenes** within the City and County of San Francisco. (Of course I am open to wavers)

I followed up with your office. One of your staff members informed me in an email that you had declined my idea.

The events of January 6, 2021, and the subsequent actions by members of Congress, to bring firearms into the Capitol are unbelievable.

These actions by elected officials has me suggesting the SF Board of Supervisors take another look at my suggestion. Why?

The entire conversation of guns in America needs to shift to a local level. Right now, the subject is in the control of two rookie Congresswomen.

And though I strongly support a person's right to own firearms, I feel just as strong that San Francisco should make a most unusual statement against guns to take the conversation out of the control of two politically dangerous individuals.

Colorado Rep. Lauren Boebert and Georgia Rep. Marjorie Taylor Greene brazen acts will continue after its resolved in D. C.. But their behavior, in my opinion, is another opportunity to wrestle control on the subject of guns in America.

<https://avanan.url-protection.com/v1/url?o=https%3A/link.medium.com/ibcil18wvdb&g=NmQxMzQwM2lwYWJlODM1Mw==&h=NjQ5N2QzOWFiYTlyY2QyM2FjOTUzM0ZWM2NjhLOWU4YzAwMDJhOWYyZjRmZGRjNWU5ZTlkOWI5ODI4ZmN>

mYg==&p=YXAzOnNmZHQyOmF2YW5hbJpvZmZpY2UzNjVfZW1haWxzX2VtYWlsOmY5ZmI5MjM4MjVlYWxNmEyZWZhMTdmYzVlMjU0ZDMxOnYx

Respectfully,

Allen Jones

(415) 756-7733

jones-allen@att.net

Californiaclemency.org

The Only thing I love more than justice is the freedom to fight for it.

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#); [BOS-Administrative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#)
Subject: WARN Notice
Date: Thursday, February 4, 2021 8:47:00 AM
Attachments: [WARN Notice.pdf](#)

Hello Supervisors,

Please see the attached WARN Notice from UNIQLO California LLC.

Regards,

Jackie Hickey
Board of Supervisors
1 Dr. Carlton B. Goodlett Place, City Hall, Room 244
San Francisco, CA 94102-4689
Phone: (415) 554-5184 | Direct: (415) 554-7701
jacqueline.hickey@sfgov.org | www.sfbos.org

February 1, 2021

VIA U.S. MAIL AND EMAIL TO:

WARN Act Coordinator
Statewide Services Unit
Workforce Services Division
Employment Development Department
P.O. Box 826880, MIC 50/Room 5099
Sacramento, CA 94280-0001
eddwarnnotice@edd.ca.gov

Mayor London Breed
City Hall, Room 200
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102
MayorLondonBreed@sfgov.org

Joshua Arce, Director, San Francisco
Office of Economic and Workforce
Development
1 South Van Ness Avenue, 5th Floor
San Francisco, CA 94103
workforce.development@sfgov.org

Hon. Shamann Walton
President, Board of Supervisors
City and County of San Francisco
City Hall, Room 244
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102
waltonstaff@sfgov.org

Re: Notice of Reduction in Force Pursuant to the California WARN Act

To Whom It May Concern:

As of the date of this notice, UNIQLO California LLC. has determined that it will be necessary to permanently close its location at 111 Powell Street, San Francisco, CA, 94102 and to lay off its entire workforce at that location as follows:

1. Location of Affected Facility: 111 Powell Street, San Francisco, CA, 94102
2. Number of Affected Workers: 69
3. The job categories and number of affected workers in each are attached hereto as **Attachment A**. This is a permanent layoff due to a business closure.
4. Estimated date of layoff: April 2, 2021
5. Type of layoff: Plant (store) closing
6. The affected employees do not have bumping rights and are not represented by any labor organization(s).

This notice is provided to ensure compliance with the provisions of the federal and State Worker Adjustment and Retraining Notice (“WARN”) Acts, which are codified at 29 C.F.R. § 2101 *et seq.* and California Labor Code sections 1400 *et seq.* We are taking these actions because of the COVID-19 natural disaster and national emergency, and COVID-19-related business circumstances that were not reasonably foreseeable.

Enclosed as **Attachment B** is a copy of the Notice that will be sent directly to all of the affected employees today. Consistent with California law, those notices include the following statement: You may be eligible for Unemployment Insurance (UI). More information on UI and other resources available for workers is available at www.labor.ca.gov/coronavirus2019. You are encouraged to apply for unemployment benefits at <https://www.edd.ca.gov/unemployment/>.

In addition, enclosed as **Attachment C** is the completed form for the San Francisco Office of Economic and Workforce Development and its attachments, which we have also sent via pdf to backtowork@sfgov.org.

Should you need further information, please contact:

Jonas Lehman Karp
VP, Legal
Fast Retailing USA, Inc,
450 West 14th St.
New York, NY 10014
Email: Jonas.lehmannkarp@fastretailing.com

Sincerely yours,



Brian Pipkins
VP, Human Resources

Enclosures

ATTACHMENT B

NOTICE TO EMPLOYEES

Dear <Employee Name>,

This letter is notice from UNIQLO California LLC (“Company”) of the potential permanent termination of your employment, effective on April 2, 2021, in connection with the planned closure of the store at which you currently work.

We hope to offer continued employment at other store locations, past April 2, 2021, to some employees at this store. Unfortunately, however, we currently project that many employees at this store will not be offered that opportunity. Therefore, unless and until we notify you otherwise in writing, you should plan for your employment with the Company to end on April 2, 2021. There are no transfer, bumping or reassignment rights. If you are scheduled to work on that date, that will be your last day of work. You will be paid for all wages due and owing, including any accrued, but unused vacation time, on that date.

The job titles of positions to be affected and the number of affected employees in each job classification are attached hereto as **Exhibit A**. The information provided in this notice is based on the best information available to us at this time. Employees with questions about this reduction in force can contact Brian Pipkins, VP Human Resources at (212) 359-8354, or your Human Resources representative.

You may be eligible for Unemployment Insurance (UI). More information on UI and other resources available for workers is available at www.labor.ca.gov/coronavirus2019. You are encouraged to apply for unemployment benefits at <https://www.edd.ca.gov/unemployment/>. Representatives are available at the following toll-free numbers, Monday through Friday from 8 a.m. to 12 noon (Pacific time) except on state holidays:

English 1-800-300-5616
Spanish 1-800-326-8937
Cantonese 1-800-547-3506
Mandarin 1-866-303-0706
Vietnamese 1-800-547-2058
TTY 1-800-815-9387

Sincerely,



Brian Pipkins
VP, Human Resources

ATTACHMENT C

**SAN FRANCISCO OFFICE OF ECONOMIC AND WORKFORCE
DEVELOPMENT**

NOTICE OF LAYOFF

For more information:

- Visit the Frequently Asked Questions
- Send a question to backtowork@sfgov.org
- Call (415) 701-4817

Notice of Layoff

Instructions:

1. Complete the information below
2. Email completed PDF to backtowork@sfgov.org along with an **attached list** of each laid off employee's:
 - Job Classification at Time of Separation
 - Original Hire Date
 - Date of Separation

***Do not** include any personally identified information on the attached list (i.e. employee names).*

Business Contact Information

Business Name: UNIQLO California LLC.

Business Contact Person: Brian Pipkins

Phone Number: (212) 359-8354 Email: Brian.Pipkins@uniqlo-usa.com

Business Account Number (BAN) Look up your BAN: 0471327

Layoff Information -

Please complete for **ALL** employees working in **San Francisco locations only.**

1. How many employees were laid off? 69
2. When was the first employee laid off? April 2 2021
3. Was this a permanent or temporary layoff (Mark ALL that apply)?
 Permanent Layoff Temporary Layoff Unknown at this time
4. Is the layoff a result of a permanent business closure (Mark ONE)?
 Yes No



Job Title/Classification	Date of Hire	Date of Separation
--------------------------	--------------	--------------------

Qiaoni Zhang/Non-exempt	8/30/2019	4/2/2021
Winston Chow/Non-exempt	5/3/2019	4/2/2021
Alisha Gurung/Non-exempt	2/22/2019	4/2/2021
Alden Cruz/Non-exempt	9/28/2020	4/2/2021
Anna Tran/Non-exempt	9/30/2020	4/2/2021
Arhum Yazdani/Non-exempt	9/30/2020	4/2/2021
Ashley Mitchell/Non-exempt	7/8/2014	4/2/2021
Audrey Chien/Non-exempt	3/8/2019	4/2/2021
Austin Guerin/Non-exempt	8/28/2012	4/2/2021
Maria Bautista/Non-exempt	11/23/2020	4/2/2021
Boris Barnaby Melgarejo-Santana/Non-exempt	11/29/2017	4/2/2021
Carmen Li/Non-exempt	4/22/2016	4/2/2021
Chanel Yamaguchi/Non-exempt	3/5/2018	4/2/2021
Jonathan Laird/Non-exempt	5/28/2019	4/2/2021
Colleen Chen/Exempt	7/16/2012	4/2/2021
Colleen Wong/Non-exempt	7/30/2012	4/2/2021
Daniela Davis/Non-exempt	3/18/2015	4/2/2021
Donald Simmons/Non-exempt	1/30/2020	4/2/2021
Duo Xu/Non-exempt	1/25/2019	4/2/2021
Emily Lam/Non-exempt	12/18/2020	4/2/2021
Evelyn Reyes/Non-exempt	12/14/2020	4/2/2021
Jimenez Felipe Jimenez/Non-exempt	10/21/2016	4/2/2021
Alka Gurung/Exempt	7/16/2012	4/2/2021
Janelle Capizano/Non-exempt	11/3/2015	4/2/2021
Jasmine Lai/Non-exempt	9/5/2019	4/2/2021
Karl Christian Rocero/Non-exempt	12/14/2020	4/2/2021
Kevin Duong/Non-exempt	9/30/2020	4/2/2021
Jiayi Pan/Non-exempt	11/17/2017	4/2/2021
Lisha Xie/Non-exempt	9/5/2019	4/2/2021
Luis Oliman/Non-exempt	9/3/2018	4/2/2021
Luan Ta/Non-exempt	9/2/2019	4/2/2021
Mary Gee/Non-exempt	9/9/2013	4/2/2021
Qiao Yan Ma/Non-exempt	6/18/2013	4/2/2021
Marlon Macalindol/Non-exempt	7/16/2018	4/2/2021

Nihar Patel/Non-exempt	12/1/2020	4/2/2021
London Reynolds/Non-exempt	7/7/2016	4/2/2021
Katy Baecker/Non-exempt	7/27/2018	4/2/2021
Philip Chau/Non-exempt	8/27/2016	4/2/2021
Noriko Koizumi/Non-exempt	8/15/2016	4/2/2021
Olivia Meadows/Non-exempt	6/24/2019	4/2/2021
Akihito Yang/Non-exempt	8/12/2015	4/2/2021
Pooja Morari/Non-exempt	5/21/2019	4/2/2021
Mari Jane Mariano/Non-exempt	2/22/2019	4/2/2021
Samuel Casanova/Non-exempt	11/23/2020	4/2/2021
Wendy Sito/Non-exempt	8/7/2019	4/2/2021
Syd Sta Maria/Non-exempt	7/5/2019	4/2/2021
Marc Carig III/Exempt	12/29/2016	4/2/2021
Jaqueline Sanchez/Non-exempt	7/27/2018	4/2/2021
Jian Jun Xu/Non-exempt	9/6/2018	4/2/2021
Cynthia O'Neill/Non-exempt	9/12/2017	4/2/2021
John Lee/Non-exempt	11/28/2017	4/2/2021
Anh Pham/Non-exempt	12/3/2018	4/2/2021
Xuyun Cai/Non-exempt	1/9/2019	4/2/2021
Jose Maravillas/Non-exempt	1/17/2018	4/2/2021
Brisa Sepulveda/Non-exempt	2/17/2018	4/2/2021
Grantiano Williams/Non-exempt	9/20/2017	4/2/2021
Suzanne Siu Yin Lau Wong/Non-exempt	9/20/2017	4/2/2021
Adam Louie/Non-exempt	10/11/2017	4/2/2021
Emerson Zaballero/Non-exempt	10/11/2017	4/2/2021
Boye Huang/Non-exempt	11/10/2015	4/2/2021
Benny Wong/Non-exempt	7/5/2019	4/2/2021
Tina Yu/Exempt	9/9/2013	4/2/2021
Saleem Ghafoori/Non-exempt	1/23/2015	4/2/2021
Shaoping Yuan/Non-exempt	8/13/2012	4/2/2021
Adriel Evaristo/Non-exempt	10/11/2017	4/2/2021
Leticia Schrecengost/Non-exempt	5/17/2018	4/2/2021
Christian Yun/Non-exempt	10/5/2018	4/2/2021
Yanhua Li/Non-exempt	10/9/2018	4/2/2021
Yu Han Hung/Non-exempt	11/10/2020	4/2/2021

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#)
Subject: FW: Oppose Extension of Observation Wheel in Music Concourse
Date: Tuesday, February 2, 2021 1:39:00 PM

From: Ann McPherson <annmc@hotmail.com>
Sent: Tuesday, February 2, 2021 1:27 PM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: Oppose Extension of Observation Wheel in Music Concourse

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners:

I do not support the proposal to extend the Observation Wheel in the Golden Gate Park. The Wheel utilizes an 85-decibel diesel generator that runs 24-hours a day, 7-days a week. Although the Wheel has been closed to passengers since November 29, 2020 the loud noise from the diesel generator has been continuous since Oct. 16, 2020. The noise from this generator has totally destroyed the peace and quiet within the Music Concourse and permeates the entire area. It now feels and sounds like an industrial zone, like there are street cleaning machines operating all the time in the Concourse. Many people practice tai chi, train, walk and enjoy sitting in the Music Concourse - especially in the early morning hours. These activities are no longer pleasurable due to the continuous noise from the generator. This noise gives me a severe headache and I cannot practice tai chi/qigong or spend time in the Music Concourse now. In this pandemic time, we desperately need respite in quiet natural areas such as the Golden Gate Park. To allow the diesel generator to ruin the quiet, peaceful tranquility of the Music Concourse is an irresponsible and harmful act.

The Wheel was brought to the Concourse to celebrate the 150th Anniversary of the Golden Gate Park and commemorate the 1894 Exhibition which included the Firth Wheel. The 150th Anniversary celebration is now over. Park and Rec wishes to extend the time for the Wheel to remain in the Music Concourse until March 2025 to allow more people to ride the Observation Wheel, which may bring increased revenue to the Museums and surrounding shops and restaurants. People already come to the GG Park to see attractions like the DeYoung Museum, Academy of Science, Japanese Tea Garden, and Botanical Gardens; therefore, I do not believe the Wheel will be a major source of economic recovery. Most of the revenue generated from SkyStar will go directly to that company, not the GG Park. I do understand the fun and recreational value that riding the Wheel and watching the light show bring to the area. However, the new light and sound system at the Bandshell will provide additional opportunities for visitors and residents to enjoy the Music Concourse. Removing the Observation Wheel will not prevent people from enjoying live music at the Bandshell, nor experiencing the fun atmosphere within the Music Concourse in the evenings.

Environmental groups have also expressed concern about potential impacts to birds and bats by the lighting on the Wheel. Stipulations were put in the initial application that require SkyStar to turn off the lights after 10 pm. Most of the super-bright white lights were turned off after the first week of operation in October 2020. But some lights remain on all night long, and the light show runs

from 5 -10 pm daily. Lighting from both of these situations may cause harm to bats and birds, particularly during spring migration along the Pacific Flyway. Scientists should investigate these impacts and determine how significant this is before any type of extension is granted.

In my opinion, a short-term extension should only be considered if SkyStar agrees to stipulations that address the serious noise problem presented by the continuous use of the 85-decibel diesel generator. Potential remedies include:

1. Shutting the 85-decibel diesel generator off at night and in the early morning hours;
2. Shutting the 85-decibel diesel generator off whenever the Wheel is not actively carrying passengers (e.g., in Purple Tier conditions);
3. Connecting the Wheel directly to the grid and eliminating continuous use of the 85-decibel generator;
4. Utilizing alternate sources of quieter power for computer simulations when the Wheel is not actively carrying passengers; and
5. Building an enclosed structure over the diesel generator to mitigate for noise.

In addition, the generator may now be considered a stationary source (since it operates continuously) and additional mitigation measures may be required to address diesel fumes.

I request that the Commissioners ensure that the issues of noise, lighting, and diesel emissions are duly addressed prior to considering any type of short-term extension for the Wheel. If these issues cannot be addressed, the Wheel should be removed from the Concourse immediately. Restoring the Music Concourse to its quiet, tranquil, and historic grandeur benefits all life (humans and animals) and should be the primary responsibility and goal of the Commission.

Thank you for your consideration.

Ann McPherson

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#)
Subject: FW: Lighted Ferris Wheel at Golden Gate Park
Date: Thursday, January 28, 2021 1:12:00 PM

From: Glenn Rogers <alderlandscape@comcast.net>
Sent: Thursday, January 28, 2021 9:51 AM
To: CPC-Commissions Secretary <commissions.secretary@sfgov.org>; Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: Lighted Ferris Wheel at Golden Gate Park

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Hello

I am opposed to the ferris wheel being at Golden Gate Park Music Concourse. More importantly, it seems with no one using the ferris wheel during our COVID-19 pandemic, it would seem the ferris wheel should be shut down today. There is no advantage to having generators providing electricity for a ferris wheel that is not working.

Glenn Rogers, RLA
Landscape Architect
License 3223

Website: alderlandscapearchitecture.com

Email: alderlandscape@comcast.net

Facebook:

<https://avanan.url-protection.com/v1/url?>

<https://www.facebook.com/alderlandscape&g=MjlzZjZkNTE0N2Q5NjlkMg==&h=NmJkOGNjZWViNzNIzjA5ZjM4ZTQzNTA1ZDZlNzJmMzFlOThjYTA0NzkzNzBlOTA1ODJhNzA4YTE1YzcyYzE0YQ==&p=YXAzOnNmZHQyOmF2YW5hbGpvZmZpY2UzNjVfZW1haWxzX2VtYWlsOmIwOGVjNWNiZTQzMmRkODVjZjdlZGEwNGQ5NzAwMzE3OnYx>

Cell: 408 838 9308

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#)
Subject: FW: Oppose Extension of the Ferris Wheel in Golden Gate Park
Date: Monday, February 1, 2021 10:23:00 AM

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

From: Cornelius Nilmeier <corneliusnilmeier@gmail.com>
Sent: Friday, January 29, 2021 5:51 PM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: Oppose Extension of the Ferris Wheel in Golden Gate Park

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Lifelong Richmond District,retired city Master Gardner,wheel doesn't belong in GGP !

Sent from my iPad

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#)
Subject: FW: G G Park Ferris Wheel
Date: Monday, February 1, 2021 10:49:00 AM

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

From: Carol Damm <caroldammsf@gmail.com>
Sent: Saturday, January 30, 2021 12:59 PM
To: CPC-Commissions Secretary <commissions.secretary@sfgov.org>
Cc: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: G G Park Ferris Wheel

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Please REMOVE that ferris wheel as soon as possible. It never should have been allowed. It belongs in an amusement park, not a nature preserve like Golden Gate Park.
Thank you for your consideration.
Carol Damm
San Francisco resident for 55 years

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#)
Subject: FW: Please DO NOT extend the stay of the ferris wheel at the music concourse in SF Golden Gate Park!!!!
Date: Monday, February 1, 2021 10:52:00 AM

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

From: Karen Uling <kulring@earthlink.net>
Sent: Saturday, January 30, 2021 1:42 PM
To: CPC-Commissions Secretary <commissions.secretary@sfgov.org>
Cc: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: Please DO NOT extend the stay of the ferris wheel at the music concourse in SF Golden Gate Park!!!!

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

We've had enough of this noise pollution in the park and the waste of energy. You run the wheel that demands excessive energy but few folks actually ride it. It isn't used by the public. They are there for a walk in nature and there to enjoy the park, not some concession/fair ride. More people are using the park than ever, so the food booths, etc will have plenty of customers.

PLEASE CONSIDER THE NATURE OF THE PARK, A REFUGE from the noise and distractions of life.

DON'T TAKE AWAY THE PEACE AND QUIET OF THIS SYLAN REFUGE WE LOVE.

Thank you,

Karen
SF resident for over 45 years.

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#)
Subject: FW: Oppose Extension of the Ferris Wheel in Golden Gate Park
Date: Monday, February 1, 2021 4:29:00 PM

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

From: Nancy Arbuckle <crockerbuckle@mindspring.com>
Sent: Monday, February 1, 2021 4:19 PM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: Oppose Extension of the Ferris Wheel in Golden Gate Park

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Supervisors,

I visit Golden Gate Park regularly. As an SF resident, I need a respite from the cars and concrete and crowds of the City. Golden Gate Park never ceases to delight and amaze me with its trees, its meadows, its oak woodlands, its birds. It is a respite from the hurly-burly of urban life and we are so fortunate to have such a place to picnic, hike, walk, and relax.

What doesn't fit into this setting is the diesel-powered, garishly-lit, strikingly out-of-scale, ferris wheel. I cannot imagine who envisioned such an intrusion into a sylvan landscape. It belongs at a carnival, at the Santa Cruz boardwalk, at the circus or county fair — not in our Park. That it has been there for a year, spewing diesel and distressing birds is bad enough; that it might be there for even longer is unconscionable.

I urge you to oppose any extension to the time the ferris wheel is in Golden Gate Park. We want our lovely music concourse back. We want to hear the band and the sound of the fountains. We want to sit on the benches with our sandwiches. There is no need for a ferris wheel here.

Thank you.

Sincerely,

Nancy Arbuckle
2111 Hyde
SF

From: [Cohen, Emily \(HOM\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#); [BOS-Administrative Aides](#)
Cc: [Mchugh, Eileen \(BOS\)](#); [Calvillo, Angela \(BOS\)](#); [HSH External Affairs, HSH \(HOM\)](#); [Sawyer, Amy \(MYR\)](#); [Kittler, Sophia \(MYR\)](#); [Stewart-Kahn, Abigail \(HOM\)](#); [Schneider, Dylan \(HOM\)](#)
Subject: Shelter in Place (SIP) Hotel Emergency One Time Report
Date: Wednesday, February 3, 2021 1:56:41 PM
Attachments: [SIP Emergency Ordinance 1 Time Report 2.1.21 FINAL.pdf](#)

Honorable Supervisors and Aides,

Please find attached the Shelter in Place (SIP) Hotel Emergency one-time report required in Emergency Ordinance 273-20, File No. 201328.

Please let me know if you have any questions.

Sincerely,
Emily

Emily Cohen (she/her)

Interim Director of Strategy and External Affairs

San Francisco Department of Homelessness and Supportive Housing

Emily.Cohen@sfgov.org

Learn: hsh.sfgov.org | Follow: [@SF_HSH](#) | Like: [@SanFranciscoHSH](#)

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To: Members, Board of Supervisors

From: Department of Homelessness and Supportive Housing (HSH)

Re: Report Regarding Shelter in Place Hotel Emergency Ordinance (File No 201328)

Date: February 2, 2021

In March 2020, [a shelter-in-place order](#) was issued by the San Francisco Department of Public Health (DPH) due to the community spread of COVID-19. The City activated the first Shelter-in-Place (SIP) hotel in April 2020, as a temporary emergency measure to provide a safe place for individuals who were at the highest risk for severe disease. Over the intervening months, the City expanded the emergency SIP program to include 25 SIP hotel sites.

These SIP hotel sites were opened as part of [California's statewide Project Roomkey program](#). Despite having 5% of the state's homeless population, the SIP hotels San Francisco opened and filled represent nearly 20% of all non-congregate hotel rooms operated through Project Roomkey.

The City is dedicated to ensuring people staying in a SIP hotel as of November 15, 2020 are offered a housing exit from the temporary pandemic shelter system.

In accordance with the SIP hotel Emergency Ordinance (File No 201328), the City has been reporting weekly to the Board and has recently published public dashboards with the following information:

1. [SIP Rehousing Guests: Who are the guests in the SIP Hotel Rehousing cohort?](#)
2. [SIP Rehousing Destinations: Where did guests in the SIP Rehousing Cohort exit to?](#)
3. [SIP Rehousing Resources: What are the available and planned resources for rehousing placements?](#)
4. [Glossary of Terms](#)

In addition to these weekly reports/ dashboards the ordinance also requires a one-time report on additional information about people experiencing homelessness and the homeless response system. This memo serves as this required report as outlined in the ordinance.

Estimate of the Number of Unhoused People who are Vulnerable to COVID-19 Outside of SIP Hotels

In May 2020 the City estimated that approximately 2,200 people experiencing homelessness were COVID vulnerable. COVID-vulnerable people were estimated based on a variety of data sources including PIT count, DPH health records, outreach data and ONE system records. This was a rough estimate at the time.

Over 4,000 people have been moved off the streets and out of congregate shelters and into SIP hotels. However, we do not have a good estimate of how many COVID vulnerable people remain on the street because we do not have a recent unsheltered homelessness count nor do we have a good way of

estimating the number of COVID vulnerable people who may have fallen into homelessness since the pandemic began.

The City does not have an accurate estimate of how many current individuals are on the street. The Local Homeless Coordinating Board voted in January to defer the unsheltered and survey components of the January 2021 Point in Time (PIT) count due to COVID safety recommendations from DPH.

Anecdotally, the Homeless Outreach Team (SFHOT) and the Healthy Streets Operations Center (HSOC) teams are reporting that it is becoming less common to find Federal Emergency Management Agency (FEMA)-eligible COVID-vulnerable people living unsheltered during their regular street outreach work. Additionally, the SIP hotels continue to take intakes of people experiencing homelessness who are discharged from medical facilities including hospitals and the City's Isolation and Quarantine sites. The City will continue placement into the SIP hotels as vacancies open.

Housing Referral Status Households Outside of SIP Hotels

SIP hotels are one component of the City's COVID-19 Alternative Housing System and only one component of the Homeless Response System. HSH continues to operate its full Homeless Response System, at a lower COVID-safe capacity, including shelter, transitional housing, rapid rehousing, supportive housing and outreach.

Through the Coordinated Entry System adults, families and TAY experiencing homelessness are assessed for housing based on:

- Vulnerability
 - Physical and behavioral health needs
 - Experience of trauma and violence
 - Use of crisis services
- Homelessness history: duration and frequency of homelessness
- Barriers to housing, including previous evictions, income, and other challenges

Households with the highest vulnerabilities are determined to be "Housing Referral Status" and are prioritized for placement into the City's housing programs based on the availability of these resources. As more resources are available, more households can be prioritized.

COVID-vulnerability is based on age (65 or older) or the presence of medical conditions defined by the CDC and identified as eligible for FEMA reimbursement. It is this FEMA-eligible COVID-vulnerable population who have been prioritized for SIP hotel placement because of their higher likelihood of severe medical complications or death from COVID-19.

While there is some overlap between FEMA-eligible COVID-vulnerability and the vulnerabilities assessed for housing prioritization, this overlap is not total. There are households who are Housing Referral Status who are not FEMA-eligible COVID-vulnerable. As of January 25, 2021, there were 626 Housing Referral Status clients outside of the SIP hotels. These include adults, families (head of household) and youth who are in congregate SIP sites, traditional congregate shelters and navigation centers, transitional housing, Safe Sleep sites, living unsheltered, or in other/unknown locations.

Available Exits from SIP Hotels

The City has published a [dashboard](#) to report on available exits from homelessness for SIP hotel guests. This information will be regularly updated and available for the public. In addition to the information provided on the dashboard, the table below includes supplementary data points required by the ordinance including timeline and funding source for these exits including Permanent Supportive Housing (PSH), Rapid Re-Housing (RRH), subsidies, Flexible Housing Subsidy Pool and Diversion Plus. For the table below “pipeline” programs are defined as projects where a contract is in place, but either program development or construction needs to complete before those units become available. “Funded” units have been funded but are awaiting final contracting.

Planned and Funded Available Exits from Homelessness Through FY 2022

Program Name	Contracting Stage	Population	Sub Population	Housing Type	Total Placeable Units	Placement Start Date (Quarter)	Ongoing Funding Source
Diversion Plus	Funded	Adult		Diversion Plus	125	FY 20-21 Q3	Prop C
Flexible Housing Subsidy Pool (Under 60)	Funded	Adult		Flex Pool	75	FY 20-21 Q3	Prop C
Flexible Housing Subsidy Pool	Funded	Family		Flex Pool	20	FY 20-21 Q3	Prop C & GF
Flexible Housing Subsidy Pool	Funded	Adult	Seniors (60+)	Flex Pool	225	FY 20-21 Q3	Prop C
Flexible Housing Subsidy Pool	Funded	TAY		Flex Pool	20		Prop C
Mainstream Voucher Program	Funded	Adult	Adults w/ disability (18-61)	Flex Pool	100	FY 20-21 Q3	HUD
RRH	Funded	Adult		RRH	165	FY 20-21 Q3	Prop C, Federal ESG, HEAP
Rising Up RRH Expansion	Funded	TAY		RRH	60	FY 20-21 Q3	Prop C
Hotel Diva	Pipeline	Adult		PSH	129	FY 20-21 Q4	HomeKey/LOSP

Post Hotel	Pipeline	Adult		PSH	54	FY 20-21 Q3	ERAF
833 Bryant Street	Pipeline	Adult		PSH	145	FY 21-22 Q1	LOSP
Mission Bay SB9	Pipeline	Adult		PSH	140	FY 21-22 Q2	LOSP
1064-68 Mission	Pipeline	Adult		PSH	153	FY 21-22 Q2	LOSP
1064-68 Mission	Pipeline	Adult	Seniors (62+)	PSH	103	FY 21-22 Q2	LOSP
735 Davis	Pipeline	Adult	Seniors (62+)	PSH	15	FY 20-21 Q3	LOSP
Casa De La Mission	Pipeline	Adult	Seniors (62+)	PSH	44	FY 20-21 Q3	LOSP
2060 Folsom	Pipeline	TAY		PSH	19	FY 20-21 Q3	LOSP
2060 Folsom	Pipeline	Family		PSH	10	FY 20-21 Q3	LOSP
Maceo May	Pipeline	Adults	Veterans	PSH	96	FY 20-21 Q3	HUD-VASH + multiple funding sources
Artmar	Pipeline	TAY	TAY	PSH	35	FY 20-21 Q3	ERAF
681 Florida	Pipeline	Family		PSH	39	FY 21-22 Q3	LOSP
Knox	Pipeline	Adult		PSH	30	FY 21-22 Q3	LOSP

Ways to Reduce Cost of SIP Hotels

The City has been exploring ways to reduce the cost of the SIP hotels. The hotels are a costly intervention due to lease costs, 24/7 staffing, security, services, and meals. These base costs done include additional and necessary costs of staffing for behavioral health services from the Department of Public Health. Despite these expenses, we do not recommend reducing staffing or services as it will likely adversely impact the effectiveness and quality of the program. The COVID Command Center (CCC) has made and will continue to make efforts to reduce meal costs including negotiating lower costs with vendors and ensuring meal counts match guest counts.

While City staff have been exploring ways to reduce costs the most effective way to reduce cost to the City is to have FEMA reimburse at a higher rate or reimburse for more of the services we include in our SIP hotel program. Until very recently the Federal Emergency Management Agency (FEMA) was reimbursing local communities for up to 75% of the cost of non-congregate shelter for FEMA eligible households and specific FEMA eligible activities. These hotels are additionally costly as San Francisco has provided non-reimbursement eligible services within the SIP program (i.e. care coordination – a service recently funded by the City for non-profit services providers to support Coordinated Entry Housing

assessment and rehousing efforts) and have provided hotel rooms to some non-FEMA vulnerable populations who are between the ages of 60-64. These services are important to the success of the program although they are not reimbursed. On January 21, 2021 the Biden-Harris administration announced that FEMA will now be reimbursing communities up to 100% for non-congregate shelter for FEMA eligible people experiencing homelessness for FEMA eligible activities. Not only will this allow the City to shelter more people in the SIP hotels, it will also reduce the cost to the City of administering the program. More information on HSH's plans for the SIP hotels given this welcomed news from the federal government can be found [here](#). An additional strategy for cost reduction is increasing the percentage of guests who are FEMA eligible, which is currently over 85%. However, it has been the City's policy to place certain guests age 60-64 into SIP hotels who will not be eligible for FEMA reimbursement. HSH does not recommend changing the current policy.

Unfortunately, this development out of the FEMA does not mean that San Francisco can shelter all our unsheltered residents in hotels. To be eligible people must meet certain COVID risk criteria as outlined by FEMA and in order to ensure that this resource is available for San Franciscans experiencing homelessness people must be known to the San Francisco system of care prior to April 1, 2020. Additionally, the City will need to secure both service providers and hotel operators interested in the SIP model in order to expand the program. Finally, City staffing resources such as Real Estate, contracting, fiscal teams and behavioral health teams in addition to staffing at HSH and the Covid Command Center are integral to these efforts and resources are limited. This change does mean that we will continue to operate SIP hotel rooms at full capacity with FEMA-eligible guests, although we cannot guarantee an offer of housing for guests placed after November 15, 2020.

From: [Malcolm Gissen](#)
To: [BOS-Supervisors](#)
Subject: Reform SF zoning to expand affordable housing options!
Date: Wednesday, February 3, 2021 11:16:33 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Members of the San Francisco Board of Supervisors,

For years I was opposed to San Francisco building more than a minimal amount of new housing, not wanting more traffic congestion and noise in our beautiful paradise. But I have come to realize how selfish I was and how we need to build far more housing, especially low income housing if we want to have diversity, artists, working class people, more minorities, young people, and less homelessness and crime. I urge you to change our zoning laws to enable far more new housing units, especially low income housing, in every neighborhood in San Francisco.

Malcolm Gissen
malcolm@mgissen.com

San Francisco, California 94117

From: [David Salem](#)
To: [BOS-Supervisors](#)
Subject: Reform SF zoning to expand affordable housing options!
Date: Sunday, January 31, 2021 3:22:56 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Members of the San Francisco Board of Supervisors,

As you well know, Sacramento just became the first city in California to eliminate single-family zoning and allow small multi-family apartment buildings throughout the community.

This will significantly help alleviate their housing shortage and affordability crisis by allowing much-needed and more affordable new homes to be built across the city.

It is long past time for San Francisco to do the same, and for the Board of Supervisors to listen to your constituents who have been calling for this much-needed and long-overdue zoning reform.

Not only are San Francisco's current zoning laws exclusionary, they are perpetuating our city's housing shortage and affordability crisis by making multi-family and affordable housing so difficult to build.

Without making it easier to build more multi-family and affordable housing, SF cannot possibly add enough new homes for all who need housing here.

So I'm urging you to move swiftly to enact meaningful zoning reform that will allow for more multi-family and affordable housing to be built throughout the city.

San Francisco is known across the world for its shameful housing and homelessness crisis, and this long-overdue reform to our antiquated zoning laws is a vital first step in a better direction.

David Salem
dsssandg@gmail.com
59 States Street
San Francisco, California 94114

From: [Edward Ho](#)
To: [BOS-Supervisors](#)
Subject: Reform SF zoning to expand affordable housing options!
Date: Wednesday, February 3, 2021 3:47:42 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Members of the San Francisco Board of Supervisors,

As you well know, Sacramento just became the first city in California to eliminate single-family zoning and allow small multi-family apartment buildings throughout the community.

This will significantly help alleviate their housing shortage and affordability crisis by allowing much-needed and more affordable new homes to be built across the city.

It is long past time for San Francisco to do the same, and for the Board of Supervisors to listen to your constituents who have been calling for this much-needed and long-overdue zoning reform.

Not only are San Francisco's current zoning laws exclusionary, they are perpetuating our city's housing shortage and affordability crisis by making multi-family and affordable housing so difficult to build.

Without making it easier to build more multi-family and affordable housing, SF cannot possibly add enough new homes for all who need housing here.

So I'm urging you to move swiftly to enact meaningful zoning reform that will allow for more multi-family and affordable housing to be built throughout the city.

San Francisco is known across the world for its shameful housing and homelessness crisis, and this long-overdue reform to our antiquated zoning laws is a vital first step in a better direction.

Edward Ho
edho99@gmail.com

San Francisco, California 94116

From: [Marko Zivanovic](#)
To: [BOS-Supervisors](#)
Subject: Reform SF zoning to expand affordable housing options!
Date: Tuesday, February 2, 2021 12:07:22 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Members of the San Francisco Board of Supervisors,

As you well know, Sacramento just became the first city in California to eliminate single-family zoning and allow small multi-family apartment buildings throughout the community.

This will significantly help alleviate their housing shortage and affordability crisis by allowing much-needed and more affordable new homes to be built across the city.

It is long past time for San Francisco to do the same, and for the Board of Supervisors to listen to your constituents who have been calling for this much-needed and long-overdue zoning reform.

Not only are San Francisco's current zoning laws exclusionary, they are perpetuating our city's housing shortage and affordability crisis by making multi-family and affordable housing so difficult to build.

Without making it easier to build more multi-family and affordable housing, SF cannot possibly add enough new homes for all who need housing here.

So I'm urging you to move swiftly to enact meaningful zoning reform that will allow for more multi-family and affordable housing to be built throughout the city.

San Francisco is known across the world for its shameful housing and homelessness crisis, and this long-overdue reform to our antiquated zoning laws is a vital first step in a better direction.

Marko Zivanovic
monsieur.marko@gmail.com

Alameda, California 94502

From: [Jennifer Gee](#)
To: [BOS-Supervisors](#)
Subject: Reform SF zoning to expand affordable housing options!
Date: Wednesday, February 3, 2021 11:55:00 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Members of the San Francisco Board of Supervisors,

As you well know, Sacramento just became the first city in California to eliminate single-family zoning and allow small multi-family apartment buildings throughout the community.

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Jennifer Gee
geewhiz97@gmail.com

San Francisco, California 94111

From: [Greg Brandt](#)
To: [BOS-Supervisors](#)
Subject: Reform SF zoning to expand affordable housing options!
Date: Tuesday, February 2, 2021 9:03:59 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Members of the San Francisco Board of Supervisors,

As you well know, Sacramento just became the first city in California to eliminate single-family zoning and allow small multi-family apartment buildings throughout the community.

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Greg Brandt
brandt.greg@gmail.com

San Francisco, California 94103

From: [Suman Chakravartula](#)
To: [BOS-Supervisors](#)
Subject: Reform SF zoning to expand affordable housing options!
Date: Tuesday, February 2, 2021 9:18:41 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Members of the San Francisco Board of Supervisors,

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Suman Chakravartula
schakrava@gmail.com

San Francisco, California 94122

From: [Kevin Riley](#)
To: [BOS-Supervisors](#)
Subject: Reform SF zoning to expand affordable housing options!
Date: Monday, February 1, 2021 9:47:58 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Members of the San Francisco Board of Supervisors,

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Kevin Riley
kriley82@gmail.com

San Francisco, California 94114

From: [Jonathan Lack](#)
To: [BOS-Supervisors](#)
Subject: Reform SF zoning to expand affordable housing options!
Date: Monday, February 1, 2021 9:09:24 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Members of the San Francisco Board of Supervisors,

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Jonathan Lack
jonathan.a.lack@gmail.com

San Francisco, California 94110

From: [Clarissa Campos](#)
To: [BOS-Supervisors](#)
Subject: Reform SF zoning to expand affordable housing options!
Date: Monday, February 1, 2021 6:24:49 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Members of the San Francisco Board of Supervisors,

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Clarissa Campos
clarissacampos9@gmail.com

San Francisco, California 94112

From: [Michael Cresanti AIA](#)
To: [BOS-Supervisors](#)
Subject: Reform SF zoning to expand affordable housing options!
Date: Monday, February 1, 2021 9:03:35 PM

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Members of the San Francisco Board of Supervisors,

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Michael Cresanti AIA
mikecresanti@yahoo.com

San Francisco, California 94118

From: [Janet lee](#)
To: [BOS-Supervisors](#)
Subject: Reform SF zoning to expand affordable housing options!
Date: Monday, February 1, 2021 8:19:52 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Members of the San Francisco Board of Supervisors,

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Janet lee
leejanet23@gmail.com

San Francisco, California 94107

From: [Gordon Wintrob](#)
To: [BOS-Supervisors](#)
Subject: Reform SF zoning to expand affordable housing
Date: Monday, February 1, 2021 7:11:31 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Members of the San Francisco Board of Supervisors,

As you well know, Sacramento just became the first city in California to eliminate single-family zoning and allow small multi-family apartment buildings throughout the community.

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Gordon Wintrob
gwintrob@gmail.com

San Francisco, California 94114

From: [Charles Whitfield](#)
To: [BOS-Supervisors](#)
Subject: Reform SF zoning to expand affordable housing options!
Date: Monday, February 1, 2021 1:02:29 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Members of the San Francisco Board of Supervisors,

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Charles Whitfield
whitfield.cw@gmail.com
1 St Francis Place
San Francisco, California 94114

From: [Tracy Freedman](#)
To: [BOS-Supervisors](#)
Subject: Reform SF zoning to expand affordable housing options!
Date: Monday, February 1, 2021 12:49:47 PM

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Members of the San Francisco Board of Supervisors,

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Tracy Freedman
tracyfreedman@gmail.com

San Francisco, California 94117-3915

From: [Malcolm Harris](#)
To: [BOS-Supervisors](#)
Subject: Reform SF zoning to expand affordable housing options!
Date: Monday, February 1, 2021 10:57:52 AM

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Members of the San Francisco Board of Supervisors,

As you well know, Sacramento just became the first city in California to eliminate single-family zoning and allow small multi-family apartment buildings throughout the community.

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Malcolm Harris
malcolm0117@gmail.com

San Francisco, California 94110

From: [Milo Trauss](#)
To: [BOS-Supervisors](#)
Subject: Reform SF zoning to expand affordable housing options!
Date: Monday, February 1, 2021 10:31:26 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Members of the San Francisco Board of Supervisors,

Dear Supervisors,

San Francisco is falling behind other cities in being innovative and progressive on housing policy.

As you well know, Sacramento just became the first city in California to eliminate single-family zoning and allow small multi-family apartment buildings throughout the community.

This will significantly help alleviate their housing shortage and affordability crisis by allowing much-needed and more affordable new homes to be built across the city.

It is long past time for San Francisco to do the same, and for the Board of Supervisors to listen to your constituents who have been calling for this much-needed and long-overdue zoning reform.

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San Francisco is known across the world for its shameful housing and homelessness crisis, and this long-overdue reform to our antiquated zoning laws is a vital first step in a better direction.

Milo Trauss
milotrauss@gmail.com
4035 26th St. Apt 1
San Francisco, California 94131

From: [Nishant Kheterpal](#)
To: [BOS-Supervisors](#)
Subject: Reform SF zoning to expand affordable housing options!
Date: Monday, February 1, 2021 10:23:06 AM

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Members of the San Francisco Board of Supervisors,

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This will significantly help alleviate their housing shortage and affordability crisis by allowing much-needed and more affordable new homes to be built across the city.

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San Francisco is known across the world for its shameful housing and homelessness crisis, and this long-overdue reform to our antiquated zoning laws is a vital first step in a better direction.

Nishant Kheterpal
nishantkheterpal@gmail.com
232 Ellsworth St
San Francisco, California 94102

From: [Brian Lerner](#)
To: [BOS-Supervisors](#)
Subject: Reform SF zoning to expand affordable housing options!
Date: Monday, February 1, 2021 9:17:42 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Members of the San Francisco Board of Supervisors,

As you well know, Sacramento just became the first city in California to eliminate single-family zoning and allow small multi-family apartment buildings throughout the community.

This will significantly help alleviate their housing shortage and affordability crisis by allowing much-needed and more affordable new homes to be built across the city.

It is long past time for San Francisco to do the same, and for the Board of Supervisors to listen to your constituents who have been calling for this much-needed and long-overdue zoning reform.

Not only are San Francisco's current zoning laws exclusionary, they are perpetuating our city's housing shortage and affordability crisis by making multi-family and affordable housing so difficult to build.

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So I'm urging you to move swiftly to enact meaningful zoning reform that will allow for more multi-family and affordable housing to be built throughout the city.

San Francisco is known across the world for its shameful housing and homelessness crisis, and this long-overdue reform to our antiquated zoning laws is a vital first step in a better direction.

Brian Lerner
bnlerner@gmail.com

San Francisco, California 94117

From: [Robert Gordon](#)
To: [BOS-Supervisors](#)
Subject: Reform SF zoning to expand affordable housing options!
Date: Monday, February 1, 2021 9:00:17 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Members of the San Francisco Board of Supervisors,

Sacramento just became the first city in California to eliminate single-family zoning and allow small multi-family apartment buildings throughout the community.

This move will help alleviate the housing shortage and affordability crisis by allowing much-needed new homes to be built across the city.

San Francisco should do the same.

Our Current laws are exclusionary and perpetuate our city's housing shortage by making multi-family and affordable housing so difficult to build.

San Francisco is known across the world for its shameful housing and homelessness crisis, and this long-overdue reform to our antiquated zoning laws is a vital first step in a better direction.

Robert Gordon
craiggordonmail@yahoo.com

San Francisco, California 94102

From: [Raayan Mohtashemi](#)
To: [BOS-Supervisors](#)
Subject: Reform SF zoning to expand affordable housing options!
Date: Monday, February 1, 2021 8:13:40 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Members of the San Francisco Board of Supervisors,

As you well know, Sacramento just became the first city in California to eliminate single-family zoning and allow small multi-family apartment buildings throughout the community.

This will significantly help alleviate their housing shortage and affordability crisis by allowing much-needed and more affordable new homes to be built across the city.

It is long past time for San Francisco to do the same, and for the Board of Supervisors to listen to your constituents who have been calling for this much-needed and long-overdue zoning reform.

Not only are San Francisco's current zoning laws exclusionary, they are perpetuating our city's housing shortage and affordability crisis by making multi-family and affordable housing so difficult to build.

Without making it easier to build more multi-family and affordable housing, SF cannot possibly add enough new homes for all who need housing here.

So I'm urging you to move swiftly to enact meaningful zoning reform that will allow for more multi-family and affordable housing to be built throughout the city.

San Francisco is known across the world for its shameful housing and homelessness crisis, and this long-overdue reform to our antiquated zoning laws is a vital first step in a better direction.

Raayan Mohtashemi
mraayan65@gmail.com
915 Parrott Drive
Burlingame, California 94010

From: [Robert Francoeur](#)
To: [BOS-Supervisors](#)
Subject: Reform SF zoning to expand affordable housing options!
Date: Monday, February 1, 2021 7:01:16 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Members of the San Francisco Board of Supervisors,

As you well know, Sacramento just became the first city in California to eliminate single-family zoning and allow small multi-family apartment buildings throughout the community.

I am homeowner, living in Ashbury Heights, and I have seen multi-unit homes converted to large single family homes, but rarely the other way around. I am an educator working in a public school. The only way that I can afford to live in SF is because my husband earns much more than me. Many of my fellow teachers, BIPOC, and artist friends have been forced to move out of the city. The homogenization of San Francisco makes the city a less vibrant and interesting place to live. We need more housing options and allowing for more density will accomplish this.

This will significantly help alleviate their housing shortage and affordability crisis by allowing much-needed and more affordable new homes to be built across the city.

It is long past time for San Francisco to do the same, and for the Board of Supervisors to listen to your constituents who have been calling for this much-needed and long-overdue zoning reform.

Not only are San Francisco's current zoning laws exclusionary, they are perpetuating our city's housing shortage and affordability crisis by making multi-family and affordable housing so difficult to build.

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Robert Francoeur
robertfrancoeur101@gmail.com

San Francisco, California 94117

From: [Matthew Castillon](#)
To: [BOS-Supervisors](#)
Subject: Reform SF zoning to expand affordable housing options!
Date: Monday, February 1, 2021 12:30:17 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Members of the San Francisco Board of Supervisors,

As you well know, Sacramento just became the first city in California to eliminate single-family zoning and allow small multi-family apartment buildings throughout the community.

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Matthew Castillon
mcastillon10@gmail.com
760 Geary St #505
San Francisco, California 94111

From: [Berenice Yanez](#)
To: [BOS-Supervisors](#)
Subject: Reform SF zoning to expand affordable housing options!
Date: Sunday, January 31, 2021 10:14:18 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Members of the San Francisco Board of Supervisors,

As you well know, Sacramento just became the first city in California to eliminate single-family zoning and allow small multi-family apartment buildings throughout the community.

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So I'm urging you to move swiftly to enact meaningful zoning reform that will allow for more multi-family and affordable housing to be built throughout the city.

San Francisco is known across the world for its shameful housing and homelessness crisis, and this long-overdue reform to our antiquated zoning laws is a vital first step in a better direction.

I live in SoMa and and it is heartbreaking to see mid-density luxury apartments with people experiencing homelessness. San Francisco needs to be proactive in closing its inequality gap and more affordable housing in areas zoned for single family homes is part of addressing that problem.

Berenice Yanez
b94yanez@gmail.com

San Francisco, California 94158

From: [Hunter Oatman-Stanford](#)
To: [BOS-Supervisors](#)
Subject: Reform SF zoning to expand affordable housing options!
Date: Sunday, January 31, 2021 9:24:24 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Members of the San Francisco Board of Supervisors,

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Hunter Oatman-Stanford
hoatmanstanford@gmail.com

San Francisco, California 94107

From: [Pat Kilduff](#)
To: [BOS-Supervisors](#)
Subject: Reform SF zoning to expand affordable housing options!
Date: Sunday, January 31, 2021 9:14:53 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Members of the San Francisco Board of Supervisors,

As you well know, Sacramento just became the first city in California to eliminate single-family zoning and allow small multi-family apartment buildings throughout the community.

This will significantly help alleviate their housing shortage and affordability crisis by allowing much-needed and more affordable new homes to be built across the city.

It is long past time for San Francisco to do the same, and for the Board of Supervisors to listen to your constituents who have been calling for this much-needed and long-overdue zoning reform.

Not only are San Francisco's current zoning laws exclusionary, they are perpetuating our city's housing shortage and affordability crisis by making multi-family and affordable housing so difficult to build.

Without making it easier to build more multi-family and affordable housing, SF cannot possibly add enough new homes for all who need housing here.

So I'm urging you to move swiftly to enact meaningful zoning reform that will allow for more multi-family and affordable housing to be built throughout the city.

Pat Kilduff
patskilduff@gmail.com

San Francisco, California 94117

From: [Mark Colwell](#)
To: [BOS-Supervisors](#)
Subject: Reform SF zoning to expand affordable housing options!
Date: Sunday, January 31, 2021 8:53:48 PM

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San Francisco is known across the world for its shameful housing and homelessness crisis, and this long-overdue reform to our antiquated zoning laws is a vital first step in a better direction.

Mark Colwell
native.austin@gmail.com

San Francisco, California 94110

From: [Nick Cobb](#)
To: [BOS-Supervisors](#)
Subject: Reform SF zoning to expand affordable housing options!
Date: Sunday, January 31, 2021 7:35:52 PM

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Nick Cobb
loyaltyarm@gmail.com

San Francisco, California 94107

From: [Vasanth Swaminathan](#)
To: [BOS-Supervisors](#)
Subject: Reform SF zoning to expand affordable housing options!
Date: Sunday, January 31, 2021 7:13:40 PM

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Vasanth Swaminathan
svasanth@gmail.com

San Francisco, California 94127

From: [Tim Linerud](#)
To: [BOS-Supervisors](#)
Subject: Reform SF zoning to expand affordable housing options!
Date: Sunday, January 31, 2021 8:22:33 PM

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Tim Linerud
Racer_tim@yahoo.com
325 Middle Road
Fresno, California 93721

From: [Debojyoti Ghosh](#)
To: [BOS-Supervisors](#)
Subject: Reform SF zoning to expand affordable housing options!
Date: Sunday, January 31, 2021 6:29:00 PM

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Debojyoti Ghosh
debojyoti.ghosh@gmail.com

San Francisco, California 94110

From: [Alyce Brown](#)
To: [BOS-Supervisors](#)
Subject: Reform SF zoning to expand affordable housing options!
Date: Sunday, January 31, 2021 5:17:00 PM

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Alyce Brown
alycegbrown@gmail.com

San Francisco, California 94108

From: [Jonathan Moftakhar](#)
To: [BOS-Supervisors](#)
Subject: Reform SF zoning to expand affordable housing options!
Date: Sunday, January 31, 2021 5:28:48 PM

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Jonathan Moftakhar
jonnyinsf@gmail.com

San Francisco, California 94110

From: [Donna Davies](#)
To: [BOS-Supervisors](#)
Subject: Reform SF zoning to expand affordable housing options!
Date: Sunday, January 31, 2021 4:23:49 PM

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Donna Davies
dnndavies@gmail.com
1617 Alison Avenue
Millbrae, California 94030

From: [Joan Rost](#)
To: [BOS-Supervisors](#)
Subject: Reform SF zoning to expand affordable housing options!
Date: Sunday, January 31, 2021 3:24:47 PM

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Joan Rost
Joanr0623@gmail.com

San Francisco, California 94102

From: [Jane Yam](#)
To: [BOS-Supervisors](#)
Subject: Reform SF zoning to expand affordable housing options!
Date: Sunday, January 31, 2021 4:16:44 PM

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Jane Yam
jane_yam@yahoo.com
707 Arguello Blvd #201
San Francisco, California 94118

From: [Steven Solomon](#)
To: [BOS-Supervisors](#)
Subject: Reform SF zoning to expand affordable housing options!
Date: Sunday, January 31, 2021 4:09:05 PM

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Steven Solomon
wiseguy908@hotmail.com

San Francisco, California 94107

From: [Dennis Sell](#)
To: [BOS-Supervisors](#)
Subject: Reform SF zoning to expand affordable housing options!
Date: Sunday, January 31, 2021 4:14:22 PM

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Dennis Sell
sell.dennis@gmail.com

San Francisco, California 94158

From: [Alan BILLINGSLEY](#)
To: [BOS-Supervisors](#)
Subject: Reform SF zoning to expand affordable housing options!
Date: Sunday, January 31, 2021 4:05:57 PM

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Alan BILLINGSLEY
alanbillingsley215@gmail.com
215 Eureka Street
San Francisco, California 94114

From: [Cliff Leventhal](#)
To: [BOS-Supervisors](#)
Subject: Reform SF zoning to expand affordable housing options!
Date: Sunday, January 31, 2021 4:00:24 PM

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Cliff Leventhal
cliffleventhal@gmail.com
631 Folsom St. 4D
Salt Lake City, Utah 84106

From: [Tj Hunsaker](#)
To: [BOS-Supervisors](#)
Subject: Reform SF zoning to expand affordable housing options!
Date: Sunday, January 31, 2021 3:59:33 PM

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Tj Hunsaker
com.hunsaker@icloud.com

San Francisco, California 94131

From: [Colleen Beach](#)
To: [BOS-Supervisors](#)
Subject: Reform SF zoning to expand affordable housing options!
Date: Sunday, January 31, 2021 3:58:51 PM

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Colleen Beach
Colleenbeach@gmail.com

San Francisco, California 94127

From: [Ewan Barker Plummer](#)
To: [BOS-Supervisors](#)
Subject: Reform SF zoning to expand affordable housing options!
Date: Sunday, January 31, 2021 3:25:37 PM

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Ewan Barker Plummer
ewanbarkerplummer@gmail.com

San Francisco, California 94122

From: [Gabriel Ho](#)
To: [BOS-Supervisors](#)
Subject: Reform SF zoning to expand affordable housing options!
Date: Sunday, January 31, 2021 3:32:04 PM

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Gabriel Ho
gabrielho17@gmail.com

Oakland, California 94609

From: [John Doherty](#)
To: [BOS-Supervisors](#)
Subject: Reform SF zoning to expand affordable housing options!
Date: Sunday, January 31, 2021 3:18:03 PM

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John Doherty
john.doherty13@gmail.com

San Francisco, California 94110

From: [David Tejada](#)
To: [BOS-Supervisors](#)
Subject: Reform SF zoning to expand affordable housing options!
Date: Friday, January 29, 2021 10:24:33 PM

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Members of the San Francisco Board of Supervisors,

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David Tejada
dtrepairs@gmail.com
2261 MARKET ST # 186
San Francisco, California 94114

From: [Laura Combs](#)
To: [BOS-Supervisors](#)
Subject: Reform SF zoning to expand affordable housing options!
Date: Friday, January 29, 2021 6:47:25 PM

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Laura Combs
lcombs710@gmail.com

San Francisco, California 94105

From: [Jeffrey Spehar](#)
To: [BOS-Supervisors](#)
Subject: Reform SF zoning to expand housing construction
Date: Saturday, January 30, 2021 9:53:25 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Members of the San Francisco Board of Supervisors,

Sacramento just became the first city in California to eliminate single-family zoning and allow small multi-family apartment buildings throughout the community.

This will help alleviate their housing shortage and affordability crisis by allowing much-needed and more affordable new homes to be built across the city.

It is time for San Francisco to do the same, and for the Board of Supervisors to support this much-needed and long-overdue zoning reform.

Not only are San Francisco's current zoning laws exclusionary, they are perpetuating our city's housing shortage and affordability crisis by making multi-family and affordable housing impossibly difficult to build.

Without making it easier to build more multi-family and affordable housing, SF cannot possibly add enough new homes for all who need housing here.

So I'm urging you to move to enact meaningful zoning reform that will allow for more multi-family and affordable housing to be built throughout the city.

San Francisco is now known for its housing and homelessness crisis, and this long-overdue reform to our zoning laws is a vital first step in a better direction.

Jeffrey Spehar
jeffreyspehar@gmail.com

San Francisco, California 94111

From: [Annette Billingsley](#)
To: [BOS-Supervisors](#)
Subject: Reform SF zoning to expand affordable housing options!
Date: Saturday, January 30, 2021 12:31:05 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Members of the San Francisco Board of Supervisors,

As you well know, Sacramento just became the first city in California to eliminate single-family zoning and allow small multi-family apartment buildings throughout the community.

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It is long past time for San Francisco to do the same, and for the Board of Supervisors to listen to your constituents who have been calling for this much-needed and long-overdue zoning reform.

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So I'm urging you to move swiftly to enact meaningful zoning reform that will allow for more multi-family and affordable housing to be built throughout the city.

San Francisco is known across the world for its shameful housing and homelessness crisis, and this long-overdue reform to our antiquated zoning laws is a vital first step in a better direction.

Annette Billingsley
ab94115@gmail.com

San Francisco, California 94115

From: [Caitlin Barta](#)
To: [BOS-Supervisors](#)
Subject: Update SF zoning to address the housing crisis!
Date: Saturday, January 30, 2021 5:54:35 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Members of the San Francisco Board of Supervisors,

Sacramento just became the first city in California to eliminate single-family zoning and allow small multi-family apartment buildings throughout the community.

San Francisco needs to do the same. We're calling on the Board of Supervisors to also push forward this much-needed and long-overdue zoning reform.

San Francisco's current zoning laws are exclusionary. They are perpetuating our city's housing shortage and affordability crisis by making multi-family and affordable housing very difficult to build.

Without making it easier to build more multi-family and affordable housing, SF cannot possibly add enough new homes for all who need housing here.

Please -- Move swiftly to enact meaningful zoning reform that will allow for more multi-family and affordable housing to be built throughout the city!

Caitlin Barta
caitlin.barta@gmail.com
314 Vicksburg St
San Francisco, California 94114

From: [Jim Chappell](#)
To: [BOS-Supervisors](#)
Subject: Reform SF zoning to expand affordable housing options!
Date: Saturday, January 30, 2021 3:01:33 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Members of the San Francisco Board of Supervisors,

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Jim Chappell
jimchappellsf@gmail.com
708 Guerrero St
San Francisco, California 94110

From: [Julia Vetromile](#)
To: [BOS-Supervisors](#)
Subject: Reform SF zoning to expand affordable housing options!
Date: Wednesday, February 3, 2021 9:26:17 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Members of the San Francisco Board of Supervisors,

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This will significantly help alleviate their housing shortage and affordability crisis by allowing much-needed and more affordable new homes to be built across the city.

It is long past time for San Francisco to do the same, and for the Board of Supervisors to listen to your constituents who have been calling for this much-needed and long-overdue zoning reform.

Zoning patterns in San Francisco need to allow for more multi-family units.

Not only are San Francisco's current zoning laws exclusionary, they are perpetuating our city's housing shortage and affordability crisis by making multi-family and affordable housing so difficult to build.

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Julia Vetromile
julia.vetromile@gmail.com

San Francisco, California 94108

From: [David Tejada](#)
To: [BOS-Supervisors](#)
Subject: Reform SF zoning to expand affordable housing options!
Date: Sunday, January 31, 2021 4:28:36 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Members of the San Francisco Board of Supervisors,

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David Tejada
dtrepairs@gmail.com
2261 MARKET ST # 186
San Francisco, California 94114

From: [Reilly Sandine-Jones](#)
To: [BOS-Supervisors](#)
Subject: Reform SF zoning to expand affordable housing options!
Date: Sunday, January 31, 2021 3:55:16 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

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Reilly Sandine-Jones
rrsj13@gmail.com

San Francisco, California 94131

From: [Michael Downing](#)
To: [BOS-Supervisors](#)
Subject: Reform SF zoning to expand affordable housing options!
Date: Saturday, January 30, 2021 5:57:18 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Members of the San Francisco Board of Supervisors,

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Michael Downing
mdowning88@gmail.com

San Francisco, California 94114

From: [Ben Lauffer](#)
To: [BOS-Supervisors](#)
Subject: Reform SF zoning to expand affordable housing options!
Date: Thursday, January 28, 2021 8:32:30 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Members of the San Francisco Board of Supervisors,

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Ben Lauffer
ben.lauffer@gmail.com

San Francisco, California 94112

From: [Michael Hill](#)
To: [BOS-Supervisors](#)
Subject: Reform SF zoning to expand affordable housing options!
Date: Sunday, January 31, 2021 3:56:52 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

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Michael Hill
michael.hill@pobox.com

San Francisco, California 94103

From: [Marti Sousanis](#)
To: [BOS-Supervisors](#)
Subject: Reform SF zoning to expand affordable housing options!
Date: Sunday, January 31, 2021 3:24:57 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

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Marti Sousanis
msousanis@gmail.com

Mill Valley, California 94127

From: [Chris Elmendorf](#)
To: [BOS-Supervisors](#)
Subject: Reform SF zoning to expand affordable housing options!
Date: Monday, January 25, 2021 5:18:50 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Members of the San Francisco Board of Supervisors,

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Chris Elmendorf
christopher_elmendorf@yahoo.com

San Francisco, California 94110

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [BOS Legislation, \(BOS\)](#)
Subject: FW: Support Comprehensive Muni Service
Date: Tuesday, February 2, 2021 8:35:00 AM

Hello Supervisors,

Please see below public comment for File No. 210100, Item 41 on today's agenda.

Regards,

Jackie Hickey
Board of Supervisors
1 Dr. Carlton B. Goodlett Place, City Hall, Room 244
San Francisco, CA 94102-4689
Phone: (415) 554-5184 | Direct: (415) 554-7701
jacqueline.hickey@sfgov.org | www.sfbos.org

From: Robert Feinbaum <bobf@att.net>
Sent: Monday, February 1, 2021 4:48 PM
To: Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>; Haney, Matt (BOS) <matt.haney@sfgov.org>; shaman.walton@sfgov.org; Ronen, Hillary <hillary.ronen@sfgov.org>; Mar, Gordon (BOS) <gordon.mar@sfgov.org>; Preston, Dean (BOS) <dean.preston@sfgov.org>; MTABoard <mtaboard@sfmta.com>; asha.safai@sfgov.org; ChanStaff (BOS) <chanstaff@sfgov.org>; MandelmanStaff, [BOS] <mandelmanstaff@sfgov.org>; MelgarStaff (BOS) <melgarstaff@sfgov.org>; Stefani, Catherine (BOS) <catherine.stefani@sfgov.org>; mallory moench <mallory.moench@sfchronicle.com>; Rachel Swan <rswan@sfchronicle.com>; Carly Graf <cgraf@sfexaminer.com>
Subject: Support Comprehensive Muni Service

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

SaveMUNI's Statement on Comprehensive Transit Service
February 1, 2021

SaveMUNI supports the resolution introduced by Supervisor Myrna Melgar at the last Board of Supervisors meeting to quickly restore Muni service to all of San Francisco.

We believe that comprehensive Muni service is the only equitable way forward for transit in San Francisco. No part of the city and no resident, especially those who are elderly and disabled, should be denied first class public transit service.

To all who regard this as a fond hope in times of budget constraint, we say prioritize. The SFMTA must make transit service its number one priority and trim its budget, where necessary, to keep a comprehensive transit system functioning.

SaveMUNI has long urged the SFMTA to conduct a comprehensive management audit of its operations. The pandemic has only made this study more essential. We believe that an independent analysis of the SFMTA's structure and operations will lead to a more effective organization and point the way to budgetary adjustments necessary to maintain comprehensive Muni service.

Contact: Bob Feinbaum
President, SaveMUNI
Email: bobf@att.net

Phone: 510 534-7008

From: [Shad Fenton](#)
To: [ROTHSCHILD, MATTHEW \(CAT\)](#); [Administrator, City \(ADM\)](#); [Brian Edwards](#); [info@sfcityattorney.org](#); [Peskin, Aaron \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Ronen, Hillary](#); [MandelmanStaff, \(BOS\)](#); [Haney, Matt \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Fewer, Sandra \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [Graff, Amy](#); [Cityattorney](#); [Imbert, Elizabeth \(UCSF\)](#); [Carroll, John \(BOS\)](#); [james.queally@latimes.com](#); [Jeff Ballinger](#); [grant.colfax@sfgov.org](#)
Subject: Re: DPH / Outside air being blown into Bayshore Navigation Center creating a bigger public health crisis
Date: Thursday, January 28, 2021 1:10:53 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

do the pop ups on my screen telling me to update my password in my shad1217@gmail.com account mean it's the good hackers or the bad?

that's where my mind lives constantly. I'm able to navigate myself out of drinking, btw, my email about that was for me personally as much as it was just a statement put out there for the universe. It helped me lock in a time and date with my feelings, check in and wake up a review. I'm fine today. did what I needed to do.

On Thu, Jan 28, 2021 at 9:57 AM Shad Fenton <shadfenton@gmail.com> wrote:

UPDATE:

Seems Mr. Colfax's email has been blocked from my email.

Also, Five Keys has placed three small space heaters into the dorm that is appx 13K sq feet with 20 foot ceilings.

On Thu, Jan 28, 2021 at 9:23 AM Shad Fenton <shadfenton@gmail.com> wrote:

Mr. Colfax, Mayor Breed, Supervisors, All,

Mr. Colfax I apologize for bringing you into this at such a late hour. Hopefully someone from this government has filled you in with what's going on over at Bayshore Navigation Center at this time. The City Attorney especially.

This morning, it was finally confirmed to me by Five Keys maintenance man Ram, that DPH told him that the fan must be on to BLOW IN OUTSIDE AIR. Another Five Keys staff member was witness to that conversation, his name Miguel.

Over the past months of my concerns and documentation of freezing cold air blowing directly onto us, it took today for that confirmation, and I had to get it out of them.

This confirms that CCSF, DPH, Five Keys, Director Tony Chase, and all of you here now have witnesses to address and to help explain why.

Outside low temperatures have been in the low 40's. If I can please ask everyone here to place yourselves in our shoes / beds and have freezing cold air being blown directly on you for months. It's insane, it's harassment, it's criminal negligence for greed.

There is no humane reason that anyone in this or any communal shelter in SF should be subjected to other positive cases, should have their lives threatened daily by those cases,

and should have cold air blown on them so the DPH, CCSF, Mayor Breed, Supervisors can corrupt the FEMA funds that should be awarded to place human lives into safety.

This navigation center is in no way safe, and everyone knows it.

Herd Immunity by force / Intent to Infect

Corruption

Negligence

Criminal Endangerment of human lives

Human lives are in grave danger here at Bayshore Navigation Center and all lives must be removed and placed into SIP environments for their safety and for the public at large.

Covid is mutating, no one is safe. stop using the unhoused / homeless to infect the general public.

From: [Shad Fenton](#)
To: tonyc@fivekeys.org; [John Warner](#); [Brian Edwards](#); [Safai, Ahsha \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Ronen, Hillary](#); [MandelmanStaff, IBOS](#); [Haney, Matt \(BOS\)](#); [Fewer, Sandra \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [Carroll, John \(BOS\)](#); [Imbert, Elizabeth \(UCSF\)](#); [ROTHSCHILD, MATTHEW \(CAT\)](#); [Administrator, City \(ADM\)](#); [Cityattorney; info@sfcityattorney.org](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [Board of Supervisors, \(BOS\)](#)
Cc: [Graff, Amy](#); james.queally@latimes.com
Subject: Re: Request for community meeting RE: When the heating is going to be fixed.
Date: Friday, January 29, 2021 4:49:14 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Mr. Chase,

There has been no meeting, no word of one scheduled.

Us "guests" are in need of explanations of the new rules that have been and are continued to be thrown out on a daily basis.

Also, may I please get a copy of ALL of Five Keys rules and regulations?

I have been denied the washing of my machine washable sleeping bag by the statement "it will break the washing machine"

This morning, I took my sleeping bag out of the dorm to be washed ((due to covid concerns and my bed neighbors hygiene who had fleas, mites, and ticks that was rushed to the ER)) ONLY to return with a sudden NEW rule upon my entry with it, that NO sleeping bags could be brought in from outside and they had to be stored.

You retracted that after I knocked on your door and confronted you. Your staff told me that rule was "literally just enacted" as I walked back in.

Mr. Chase, you are solely responsible for the livelihoods of your staff, for their education, and their performances etc. Everyone is accountable for the words that are spoken, for enacting laws that are suddenly placed in, but I don't think it's just that we are held responsible if we break them if there is no written policy of that rule. If today's incident was to quarantine a sleeping bag, please have a suitable replacement for it.

Recently a citizen here was reprimanded and warned for not having her earbuds in while she was listening to her music. A supervisor was brought in and she was escorted out of the kitchen. YET your staff, and privileged others can play their music through their speakers. Does that seem just to you?

You should also make staff aware that this is an investigation into civil rights violations. And at any time, they have the right to submit a tip with any leads they may have about their experiences here while under your direction and under the employment of Five Keys. That tip can go directly to the FBI who are handling such. <https://www.fbi.gov/tips>

On Mon, Jan 25, 2021 at 11:08 AM Shad Fenton <shadfenton@gmail.com> wrote:

Mr. Chase,

This is a written request for a meeting.

Members here need questions answered as to why cold air is constantly blowing in the dorm and community room.

Twice I have been told by staff that "they are working on getting it fixed" First statement was 2 months ago. Second statement was over a month ago.

There has been NO HEAT in the dorm this entire winter. Isn't a navigation center obligated to provide unsheltered lives with a reprieve from the freezing temperatures and weather outside?

Come in from the storm, get warm etc?

This morning, tensions are tight, and an altercation between two members broke out AGAIN.

From: [Shad Fenton](#)
To: [Stefani, Catherine \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Ronen, Hillary](#); [MandelmanStaff, \[BOS\]](#); [Haney, Matt \(BOS\)](#); [Fewer, Sandra \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [Carroll, John \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Graff, Amy](#); [Board of Supervisors, \(BOS\)](#); [james.queally@latimes.com](#); [Cityattorney](#); [Imbert, Elizabeth \(UCSF\)](#); [Breed, Mayor London \(MYR\)](#); [Safai, Ahsha \(BOS\)](#); [Administrator, City \(ADM\)](#); [info@sfcityattorney.org](#); [Brian Edwards](#); [ROTHSCHILD, MATTHEW \(CAT\)](#)
Cc: [Jeff Ballinger](#)
Subject: Re: URGENT : Fraud / Embezzlement of human safety and human lives Bayview Navigation Center
Date: Sunday, January 31, 2021 9:50:11 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

UPDATE;

This morning, Citizen Tucker (Autism) is once again covered in urine stained clothes, and stinks. When I reported to the front desk and supervisor it was made clear that is not their job and they cannot force anyone to shower. They stated Tucker has a care worker that comes every now and then, I asked to please call that person, they stated they didn't have their number. There is no on site care representative here. Tucker is in need of constant care.

He is a walking Health hazard, possibly spreading Covid everywhere, just as much as Ken (the man that was taken to the ER because he had scabies infestation from not showering for months. This care center is a fraud. There is only policing present.

If Tony Chase DPH, CCSF, Five Keys and staff here can step on and violate civil rights continuously, why is it so easy for staff to state they can't make someone shower instead of simply helping him do it.

This shelter is a hotbed of infection, of citizens here not showering, not washing their hands, and has no protocol on sanitizing high touch surfaces. Civil and Human rights are being violated everyday here, yet the City of San Francisco is still running this shelter as if they aren't.

On Wed, Jan 20, 2021 at 11:57 AM Shad Fenton <shadfenton@gmail.com> wrote:

Mayor Breed, All,

This, I hope will be my last email and I hope that I've helped shed light on the injustices that are occurring within the DPH, Five Keys, CCSF, Code Tenderloin, ECS and any other agencies I've been dealing with in my homeless experience here.

Watching the Inauguration this morning moved me, I shed tears, tears of hope for a better today and a better everyday here forward.

My true hope is that those who choose harm over help simply make the switch.

The people and agencies that I believe must be investigated and need to be held accountable, I've mentioned here and before, yet I wait. Yet all of us wait.

Civil Rights must be upheld and not violated by those in power for self or political gain. We all deserve our rights and we all deserve happiness.

This morning I discovered a superstar. May her star shine bright for eternity.
Amanda Gorman and her words:

We've braved the belly of the beast, we've learned that quiet isn't always peace and the norms and notions of what just is, isn't always justice. And yet the dawn is ours before we knew it, somehow we do it, somehow we've weathered and witnessed a nation that isn't broken but simply unfinished.

We will not march back to what was, but move to what shall be a country that is bruised, but whole, benevolent, but bold, fierce, and free. We will not be turned around or interrupted by intimidation because we know our inaction and inertia will be the inheritance of the next generation. Our blunders become their burdens. But one thing is certain, if we merge mercy with might and might with right, then love becomes our legacy and change our children's birthright.

On Sat, Jan 16, 2021 at 9:29 AM Shad Fenton <shadfenton@gmail.com> wrote:

UPDATE: Unresponsive citizen taken to the hospital from Bayshore Navigation Center

Early this morning a member here was unresponsive and was taken to the hospital by paramedics. When I asked a non medically trained employee I witnessed standing over the unresponsive citizen if he overdosed, she replied with "why would you think it was an overdose?" without empathy, without care or concern for what I witnessed. I left just saying " I just wanted to see if he was o.k. "

To all of you here, the insane amount of negligence and lack of care, lack of empathy and the use of policing instead of care has been documented. It's up to you lawmakers and those that have direct positions to provide care, health and wellness, and all that take the oath to protect and serve to do just that, do your jobs please.

On Fri, Jan 15, 2021 at 9:21 PM Shad Fenton <shadfenton@gmail.com> wrote:

Continued: DPH is also directly and wilfully endangering human lives and are accountable for extreme negligence in the scheme to herd immunity the homeless.

Cold air still blows day and night. Citizens are still unable to escape being exposed to possible positive citizens returning and infecting the environment and possible death from becoming infected. DPH can schedule a Covid Testing everyday here, but it will make little difference unless all that shelter here are mandated to test and remain in this shelter day and night until a vaccine is distributed to all. The undeserved mental and emotional harm that is being inflicted will never disappear.

NOTE: 27 Breakfast boxes were tossed this morning, as is done everyday with the same amount of lunch and dinners, BECAUSE THERE ARE ONLY A FEW STAYING HERE AND THE OTHERS STAY AWAY BECAUSE THEY ARE WISER AND HAVE FRIENDS AND TENTS TO STAY IN AND WITH OUTSIDE OF HERE.

Two new citizens moved in recently. That's two more lives of liability from harassment,

endangerment and negligence of care.

On Fri, Jan 15, 2021 at 8:06 PM Shad Fenton <shadfenton@gmail.com> wrote:

Mayor, City Attorney, Supervisors, All,
I've CC'd Palm Springs City Attorney Jeff Ballinger here, because his experience is in ethics and code enforcement.

Reading the news of City Administrator Naomi Kelly's resignation and reading the words corruption scandal, brought me back almost two years ago, when I first started to learn and realize that 20 year PS City Manager David Ready was running the entire city government his way, corruptly with absolute disregard for common law, for ethics, or for human safety because of his insane greed and the insanity to reign supreme above everyone else.

Justice is going to come for him and others. No one is above the law and way too many laws have been broken.

Mr. Ready uses behind the scenes corrupt harassment techniques ie. use of police to harass homeless, ie, use of his mafia pyramid to harass anyone out of Palm Springs that brought something to Palm Springs. He sure didn't want any businesses to succeed that weren't corruptible, and with me, when I figured him out, and publicly posted that I did, he wanted me dead.

This homeless experience in San Francisco is no different than what I went through with that government and those actors.

All agencies here just shoved me to the next, and when I was transferred into Bayshore, I discovered the exact same herd immunity scheme. The exact same government corruption scheme to harass homeless people so they don't stick around. Currently that scheme is running with Five Keys and I assume all others are run fraudulently, to harass, intimidate and use police to "care" for the ones that get removed and made to disappear. Five Keys use of parolees and kids on parole as employees to staff the entire shelter is unjust. Do they have the tools to care for others right out of prison?

A while back I brought up to the PS City Attorney Jeff Ballinger and the entire PS Govt and Council my contract with the city. I opened a business, paid for a business license (contract) and was supposed to receive an inspection at my place of business to make sure my space was suitable for my store to exist. I told them all that I made a commitment to the City of Palm Springs, and most importantly to the community I was going to serve, to bring in an investment, and my investment was a design gift store to give back and bring education and happiness to the world that visits.

I didn't set out to fraud, intimidate, harass, embezzle, manipulate, obtain special interests,

I set out to give. I believe that any person, business, politician, that chooses to serve others and signs a contract to provide their services should sign a simple ethics clause that they won't harm others in any way. Simple as that. If every Government Actor, every business, every citizen were accountable to obey what they signed, corruption would become a thing of the past, because of Accountability. I also believe that every citizen that chooses to land their feet into a city should come with the intent to give something to it.

Amend the city contracts, amend city employee contracts, change the city to one of safety, truth and happiness. See ethical businesses return, and with those, see the ethical community supporting them return. If a landlord, homeowner, land owner, citizen pays taxes, they have a contract. Think about that. If doing business here meant everyone signed the same ethics clause?

I swear to you all, I wake up every morning with the sole intent to give as much as I can everyday. If we all had that one simple intention, the world would have peace. And what if Tech did that as well? I'm not an ethics lawyer, I am a dreamer, but it all makes sense to me, I hope it does to all of you here as well.

Five Keys Bayshore Navigation Center and Director Tony Chase are willfully endangering human safety and human lives, while also violating civil rights. ALL lives are precious and must be cared for, in this case, every life here must be moved to safety until permanent housing can be awarded.

HERD IMMUNITY
CIVIL RIGHTS
HARASSMENT
ENDANGERMENT
HARMING OTHERS FOR GREED

Sincerely, Shad

From: [Shad Fenton](#)
To: [Peskin, Aaron \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Board of Supervisors, \(BOS\)](#); [Cityattorney](#); [Safai, Ahsha \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Ronen, Hillary](#); [MandelmanStaff, \(BOS\)](#); [Haney, Matt \(BOS\)](#); [Fewer, Sandra \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [Graff, Amy](#); [Carroll, John \(BOS\)](#); [Imbert, Elizabeth \(UCSF\)](#); james.queally@latimes.com
Subject: Fwd: Harassment / Bullying in Health Care / Civil Rights Violations Five Keys / BNC / DPH / CCSF
Date: Sunday, January 31, 2021 4:57:59 PM
Attachments: [G Colfax Blocked 2021-01-28 at 9.59.01 AM.png](#)

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Apologies, you here were also to be included in the above email.

All, I have been harassed, Calvin Curtiss has been sexually harassed. Citizens here walk around in their own urine and feces. They live in dirt stained bodies that are rushed to the ER to get rid of scabies, mites and fleas.

Citizens with special needs have been harassed then evicted. Four in total, only to be brought back when I reported.

Washing hands is not happening.

DPH and Five Keys did not mitigate at this shelter until I started reporting.

Sanitizing of high touch surfaces is non existent.

Heating has been off all winter, with a statement that DPH told them that the fan had to be on to blow in outside air.

I have been denied my case file record by the director and by Charles from Bayview Hunters Point Association and his manager there.

Civil and Human Rights are violated daily here. There is no care, instead it's policing. There are kids just getting into the workforce and parolees as well that have been placed into a position to harass the homeless, to follow made up on the spot supervisor rules. Their rights to be safe from harm being violated as well.

Employees here are adamant that they can't make a person shower, but yet we can make people wear a mask. So they take the easy way out and go back to their videos and music.

When is this going to end? When are any of you going to stop this?

Please read on, these are the violations copy and pasted.

Harassment covers a wide range of **behaviors** of an **offensive** nature. It is commonly understood as behavior that demeans, humiliates or embarrasses a person, and it is characteristically identified by its unlikelihood in terms of social and moral reasonableness. In the legal sense, these are behaviors that appear to be disturbing, upsetting or threatening. They evolve from **discriminatory grounds**, and have an effect of nullifying a person's rights or impairing a person from benefiting from their rights. When these behaviors become repetitive, it is defined as **bullying**. The continuity or repetitiveness and the aspect of distressing, alarming or threatening may distinguish it from **insult**.

Penal Code Section 653.2 - California Legislative Information

(1) "Harassment" means a knowing and willful course of conduct directed at a specific person that a reasonable person would consider as seriously alarming, seriously annoying, seriously tormenting, or seriously terrorizing the person and that serves no legitimate purpose.

Patients' Right to Access

Patient Access to Health Records – Health and Safety Code § 123100 and § 123111

With minor limitations, this law gives patients the right to see and copy information maintained by health care providers relating to the patients' health conditions. The law also gives patients the right to submit amendments to their records, if the patients believe that the records are inaccurate or incomplete

First Amendment

Congress shall make no law respecting an establishment of religion, or prohibiting the free exercise thereof; **or abridging the freedom of speech**, or of the press, or the right of the people peaceably to assemble, **and to petition the Government for a redress of grievances.**

Fourteenth Amendment

.... No state shall make or enforce any law which shall abridge the privileges or immunities of citizens of the United States; nor shall any State deprive any person of life, liberty, or property, without due process of law; nor deny to any person within **its jurisdiction the equal protection of the laws**

Article 5

No one shall be put through torture, or any other treatment or punishment that is cruel or makes him or her feel less than human.

Article 7

You have the right to be treated equally by the law, and to have the same protection under the law as anyone else. Everyone should have protection from being treated in ways that go against this document, and from having anyone cause others to go against the rights in this document.

AB 5 Homelessness

SECTION 1. This act shall be known and may be cited as the Homeless Person's Bill of Rights and Fairness Act.

PART 2.2. Homeless Persons

53.1. For purposes of this part, the following definitions shall apply:

(a) "BID" means a business improvement district, as established under Chapter 2 (commencing with Section 36520) of Part 6 of Division 18 of, or Chapter 2 (commencing with Section 36620) of Part 7 of Division 18 of, the Streets and Highways Code, or any public-private partnership established under any municipal or county law authorized under Chapter 1 (commencing with Section 36500) of Part 6 of Division 18 of, or Chapter 1 (commencing with Section 36600) of Part 7 of Division 18 of, the Streets and Highways Code, whether or not the phrase "business improvement district" is part of the public-private partnership's name.

(b) "BID agent" means any person hired by a BID.

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London Breed _ _ @LondonBreed

[Replying to @LondonBreed](#)

But we all need to keep doing what we know slows the spread of this virus: wear a mask, **avoid indoor gatherings with people you don't live with**, ventilate indoor spaces when you're around other people, and wash your hands frequently.

From: [Shad Fenton](#)
To: [Peskin, Aaron \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Board of Supervisors. \(BOS\)](#); [Cityattorney](#); [Safai, Ahsha \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Ronen, Hillary](#); [MandelmanStaff, \(BOS\)](#); [Haney, Matt \(BOS\)](#); [Fewer, Sandra \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [Graff, Amy](#); [Carroll, John \(BOS\)](#); [Imbert, Elizabeth \(UCSF\)](#); james.queally@latimes.com
Subject: Re: Harassment / Bullying in Health Care / Civil Rights Violations Five Keys / BNC / DPH / CCSF
Date: Sunday, January 31, 2021 6:04:23 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

This is for:

Tucker: Black man over 65. (Displays autism) today, my advocacy brought his caretaker in and he was able to shower.

Gloria : Black female, late 20's. Was told the food she brought in couldn't be microwaved again due to some insane policy Director Chase has placed. in. If that "policy" is due to his, or the DPH's concerns of cross contamination, what about coughs going into the dorm and all of us being exposed to them? What about all the citizens that come and go as they please possibly coming in positive? What about all the high touch surfaces here that are not being sanitized?

Ken : White late 50's early 60's was taken to the ER due to his lack of hygiene, he contracted mites and fleas, and Ken is in no way a transient, those clothes that probably gave him bugs came from the storage unit.

Richard, White 66 years old. Alcoholic that wets himself. He's trying to get sober, just can't get there. He also walks around in urine stained clothes and sleeps in urine stained bedding.

There are others that just arrived that are in very bad shape.

Also, the Twice a week pilot rapid Covid Test shelter program hasn't returned since last Monday.

Civil Rights Violations
Public Endangerment
Forced Herd Immunity
Policing the homeless
Corruption

On Sun, Jan 31, 2021 at 4:57 PM Shad Fenton <shadfenton@gmail.com> wrote:

Apologies, you here were also to be included in the above email.
All, I have been harassed, Calvin Curtiss has been sexually harassed. Citizens here walk around in their own urine and feces. They live in dirt stained bodies that are rushed to the ER to get rid of scabies, mites and fleas.

Citizens with special needs have been harassed then evicted. Four in total, only to be brought back when I reported.

Washing hands is not happening.

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Sanitizing of high touch surfaces is non-existent.

Heating has been off all winter, with a statement that DPH told them that the fan had to be on to blow in outside air.

I have been denied my case file record by the director and by Charles from Bayview Hunters Point Association and his manager there.

Civil and Human Rights are violated daily here. There is no care, instead it's policing. There are kids just getting into the workforce and parolees as well that have been placed into a position to harass the homeless, to follow made up on the spot supervisor rules. Their rights to be safe from harm being violated as well.

Employees here are adamant that they can't make a person shower, but yet we can make people wear a mask. So they take the easy way out and go back to their videos and music.

When is this going to end? When are any of you going to stop this?

Please read on, these are the violations copy and pasted.

Harassment covers a wide range of [behaviors](#) of an [offensive](#) nature. It is commonly understood as behavior that demeans, humiliates or embarrasses a person, and it is characteristically identified by its unlikelihood in terms of social and moral reasonableness. In the legal sense, these are behaviors that appear to be disturbing, upsetting or threatening. They evolve from [discriminatory grounds](#), and have an effect of nullifying a person's rights or impairing a person from benefiting from their rights. When these behaviors become repetitive, it is defined as [bullying](#). The continuity or repetitiveness and the aspect of distressing, alarming or threatening may distinguish it from [insult](#).

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London Breed — [@LondonBreed](#)

[Replying to @LondonBreed](#)

But we all need to keep doing what we know slows the spread of this virus: wear a mask, **avoid indoor gatherings with people you don't live with**, ventilate indoor spaces when you're around other people, and wash your hands frequently.

From: [Shad Fenton](#)
To: [Peskin, Aaron \(BOS\)](#); [Breed, Mayor London \(WVR\)](#); [Board of Supervisors \(BOS\)](#); [City Attorney](#); [Safai, Absha \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Ronen, Hillary](#); [MandelmanStaff \(BOS\)](#); [Haney, Matt \(BOS\)](#); [Fawer, Sandra \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [Graff, Amy](#); [Carroll, John \(BOS\)](#); [Imbert, Elizabeth \(UCSF\)](#); [james.queally@latimes.com](#)
Subject: Re: Harassment / Bullying in Health Care / Civil Rights Violations Five Keys / BNC / DPH / CCSF
Date: Monday, February 1, 2021 3:09:39 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

This came in today. I believe this place is running renegade of any mitigation and violating civil rights constantly lies right here, and I hope everyone's way ahead of me on this. Who's idea was it to keep it separate so Five Keys could foster parolees, not vet them for mental health, and keep those here with mental health issues harassed and evicted so a bed could be turned.

Monitoring, Shelter (DPH)

1:34 PM (1 hour ago)

to me



They have never been. It is possible they will be in the future. They are arguably a good fit insofar as the requirements, issues, and challenges are not very different. Discussions have been going on for some time. The change would require legislation, staffing, etc.

Sincerely,
Shelter Monitoring Committee

UPDATE on Pilot for Rapid Testing: DPH was here today, although brief. I just missed getting a test. Staff said this Thursday is next. My bed neighbor Doug did not test again today.

On Sun, Jan 31, 2021 at 4:57 PM Shad Fenton <shadfenton@gmail.com> wrote:

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London Breed — @LondonBreed

Replying to @LondonBreed

But we all need to keep doing what we know slows the spread of this virus: wear a mask, **avoid indoor gatherings with people you don't live with**, ventilate indoor spaces when you're around other people, and wash your hands frequently.

From: [Shad Fenton](#)
To: tonyc@fivekeys.org; [John Warner](#); [Brian Edwards](#); [Safai, Ahsha \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Ronen, Hillary](#); [MandelmanStaff, \[BOS\]](#); [Haney, Matt \(BOS\)](#); [Fewer, Sandra \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [Carroll, John \(BOS\)](#); [Imbert, Elizabeth \(UCSF\)](#); [ROTHSCHILD, MATTHEW \(CAT\)](#); [Administrator, City \(ADM\)](#); [Cityattorney: info@sfcityattorney.org](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [Board of Supervisors, \(BOS\)](#)
Cc: [Graff, Amy](#); james.queally@latimes.com
Subject: Re: Request for community meeting RE: When the heating is going to be fixed.
Date: Wednesday, February 3, 2021 5:13:02 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Mr.Chase, All,

There is still NO HEATING IN THE DORM OR COMMON AREA WAREHOUSE. Mr. Chase your staff complained this morning how he had a space heater in front of him and he still was cold.

Constant cold (OUTSIDE) Air still blows directly at us day and night.

On Fri, Jan 29, 2021 at 4:48 PM Shad Fenton <shadfenton@gmail.com> wrote:

Mr. Chase,

There has been no meeting, no word of one scheduled.

Us "guests" are in need of explanations of the new rules that have been and are continued to be thrown out on a daily basis.

Also, may I please get a copy of ALL of Five Keys rules and regulations?

I have been denied the washing of my machine washable sleeping bag by the statement "it will break the washing machine"

This morning, I took my sleeping bag out of the dorm to be washed ((due to covid concerns and my bed neighbors hygiene who had fleas, mites, and ticks that was rushed to the ER)) ONLY to return with a sudden NEW rule upon my entry with it, that NO sleeping bags could be brought in from outside and they had to be stored.

You retracted that after I knocked on your door and confronted you. Your staff told me that rule was "literally just enacted" as I walked back in.

Mr. Chase, you are solely responsible for the livelihoods of your staff, for their education, and their performances etc. Everyone is accountable for the words that are spoken, for enacting laws that are suddenly placed in, but I don't think it's just that we are held responsible if we break them if there is no written policy of that rule. If today's incident was to quarantine a sleeping bag, please have a suitable replacement for it.

Recently a citizen here was reprimanded and warned for not having her earbuds in while she was listening to her music. A supervisor was brought in and she was escorted out of the kitchen. YET your staff, and privileged others can play their music through their speakers. Does that seem just to you?

You should also make staff aware that this is an investigation into civil rights violations. And at any time, they have the right to submit a tip with any leads they may have about their experiences here while under your direction and under the employment of Five Keys. That tip can go directly to the FBI who are handling such. <https://www.fbi.gov/tips>

On Mon, Jan 25, 2021 at 11:08 AM Shad Fenton <shadfenton@gmail.com> wrote:

Mr. Chase,

This is a written request for a meeting.

Members here need questions answered as to why cold air is constantly blowing in the dorm and community room.

Twice I have been told by staff that "they are working on getting it fixed" First statement was 2 months ago. Second statement was over a month ago.

There has been NO HEAT in the dorm this entire winter. Isn't a navigation center obligated to provide unsheltered lives with a reprieve from the freezing temperatures and weather outside?

Come in from the storm, get warm etc?

This morning, tensions are tight, and an altercation between two members broke out AGAIN.

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#)
Subject: 13 letters regarding Support for the SFFD and NERT
Date: Thursday, February 4, 2021 2:51:00 PM
Attachments: [13 letters regarding SFFD and NERT.pdf](#)

Hello Supervisors,

Please see attached 13 letters regarding support for the San Francisco Fire Department and the Neighborhood Emergency Responses Team (NERT) Program.

Thank you,

Jackie Hickey
Board of Supervisors
1 Dr. Carlton B. Goodlett Place, City Hall, Room 244
San Francisco, CA 94102-4689
Phone: (415) 554-5184 | Direct: (415) 554-7701
jacqueline.hickey@sfgov.org | www.sfbos.org

From: [Gary Pegueros](#)
To: [Breed, Mayor London \(MYR\)](#)
Cc: [Kirkpatrick, Kelly \(MYR\)](#); [Groffenberger, Ashley \(MYR\)](#); [Wong, Linda \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); [Haney, Matt \(BOS\)](#); [Mcdonald, Courtney \(BOS\)](#); [GARY PEGUEROS](#)
Subject: Request for Budgetary Support for SFFD and NERT
Date: Tuesday, February 2, 2021 6:24:43 PM
Attachments: [Mayor Breed - Budget Letter 2021_gp.docx](#)

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

February 2, 2021

Honorable Mayor London Breed

City Hall, Room 200

1 Dr. Carlton B. Goodlett Place

San Francisco, CA 94102

Email: MayorLondonBreed@sfgov.org

Cc: Mayor's Budget Director Kelly Kirkpatrick

Email: Kelly.Kirkpatrick@sfgov.org

Mayor's Acting Budget Director Ashley Groffenberger

Email: Ashley.Groffenberger@sfgov.org

Budget & Appropriations Committee Member Linda Wong

Email: Linda.Wong@sfgov.org

San Francisco Board of Supervisors (group)

Email: Board.of.Supervisors@sfgov.org

Matt Haney, District 6 Supervisor

Email: Matt.Haney@sfgov.org

Dear Mayor Breed,

As a San Francisco resident and taxpayer, I am writing to express my support for the San Francisco Fire Department and the San Francisco NERT program.

We are approaching one year since the start of the COVID-19 pandemic. As our City continues to confront it, I am deeply concerned about the ability of our firefighters and other first responders to not only meet the current challenges, but also respond to the needs of our City in the event of an earthquake or other major disaster.

The Fire Department, like other City Departments, is being asked to reduce its budget this year. With an ever-increasing number of calls and incidents to which our firefighters are asked to respond, most of which now involve calls to assist the unhoused and other members of our vulnerable populations, and including mutual assistance calls to fight fires in other counties, the Fire Department has seen its resources stretched beyond levels anyone could have reasonably anticipated. These demands on the Fire Department have continued to rise, while at the same time, since 2016, the Fire Department staffing levels have steadily declined. Worse yet, our firefighters are working with aging, substandard trucks and equipment in need of replacement.

After the 1989 Loma Prieta Quake, residents of the hard-hit Marina District approached the SFFD and asked for training that would enable them to support and assist the SFFD during a disaster. The Fire Department wisely reasoned that with resources stretched thin in the event of a citywide disaster, the Department would benefit from a pool of trained volunteers. Thus, the Neighborhood Emergency Response Team (NERT) was born. To-date, over 30,000 residents have been trained by the SFFD in low-risk disaster response skills which enable NERT volunteers to assist SFFD and our City.

Since its inception 30 years ago, NERT volunteers have been called upon to assist with events ranging from helping at Cooling Centers during heat waves to more recently assisting with numerous tasks during the COVID-19 pandemic. In the past year since March 2020, NERT volunteers have participated in over 2,000 instances of

volunteering, spending countless hours doing community outreach and education, and assisting at food distribution and testing centers. NERT Disaster Corps volunteers have also been called up over the past few years to assist communities outside San Francisco during fires and other disasters.

Public Safety must be among our top priorities. The SFFD and NERT volunteers continue to contribute daily to the safety and welfare of our City and its citizens. The SFFD must receive adequate funding to ensure proper staffing levels and properly maintained equipment. Failure to do this is short-sighted, foolhardy, and fiscally irresponsible, placing residents' lives and businesses at risk. This simply isn't the time to reduce SFFD's budget.

I urge you to fully support the SFFD and NERT with the increased funding necessary both to ensure that our City and its residents continue to thrive and survive during these challenging times and also to ensure a bright future for our City.

Respectfully submitted,

Gary Pegueros
1 Federal Street #21
San Francisco, CA 94107

Secretary, South Beach | Rincon | Mission Bay Neighborhood Assoc.
NERT Advisory Board Chair
South Beach NERT Coordinator

Gary Pegueros
1 Federal Street #21
San Francisco CA 94107

February 2, 2021

Honorable Mayor London Breed
City Hall, Room 200
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102
Email: MayorLondonBreed@sfgov.org

Cc: Mayor's Budget Director Kelly Kirkpatrick
Email: Kelly.Kirkpatrick@sfgov.org

Mayor's Acting Budget Director Ashley Groffenberger
Email: Ashley.Groffenberger@sfgov.org

Budget & Appropriations Committee Member Linda Wong
Email: Linda.Wong@sfgov.org

San Francisco Board of Supervisors (group)
Email: Board.of.Supervisors@sfgov.org

Matt Haney, District 6 Supervisor
Email: Matt.Haney@sfgov.org

Dear Mayor Breed,

As a San Francisco resident and taxpayer, I am writing to express my support for the San Francisco Fire Department and the San Francisco NERT program.

We are approaching one year since the start of the COVID-19 pandemic. As our City continues to confront it, I am deeply concerned about the ability of our firefighters and other first responders to not only meet the current challenges, but also respond to the needs of our City in the event of an earthquake or other major disaster.

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I urge you to fully support the SFFD and NERT with the increased funding necessary both to ensure that our City and its residents continue to thrive and survive during these challenging times and also to ensure a bright future for our City.

Respectfully submitted,

Gary Pegueros

From: [Christina C](#)
To: [Breed, Mayor London \(MYR\)](#)
Cc: [Board of Supervisors \(BOS\)](#); [Wong, Linda \(BOS\)](#); [Groffenberger, Ashley \(MYR\)](#); [Preston, Dean \(BOS\)](#); [Kirkpatrick, Kelly \(MYR\)](#)
Subject: NERT Funding
Date: Tuesday, February 2, 2021 6:38:36 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Mayor Breed,

As a San Francisco resident and taxpayer, I am writing to express my support for the San Francisco Fire Department and the San Francisco NERT program.

We are approaching one year since the start of the COVID-19 pandemic. As our City continues to confront it, I am deeply concerned about the ability of our firefighters and other first responders to not only meet the current challenges, but also respond to the needs of our City in the event of an earthquake or other major disaster.

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past year since March 2020, NERT volunteers have participated in over 2,000 instances of volunteering, spending countless hours doing community outreach and education, and assisting at food distribution and testing centers. NERT Disaster Corps volunteers have also been called up over the past few years to assist communities outside San Francisco during fires and other disasters.

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I urge you to fully support the SFFD and NERT with the increased funding necessary both to ensure that our City and its residents continue to thrive and survive during these challenging times and also to ensure a bright future for our City.

Respectfully submitted,

Christina Cowl
Resident, 1743 Golden Gate Ave SF, 94115

From: [Kristin Wiederholt](#)
To: [Breed, Mayor London \(MYR\)](#)
Cc: [Groffenberger, Ashley \(MYR\)](#); [Kirkpatrick, Kelly \(MYR\)](#); [Wong, Linda \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#)
Subject: Support for SFFD and NERT
Date: Tuesday, February 2, 2021 6:43:43 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Kristin Wiederholt
378 27th Street
San Francisco, CA 94131

February 2, 2021

Honorable Mayor London Breed
City Hall, Room 200
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102
Email: MayorLondonBreed@sfgov.org

Cc: Mayor's Budget Director Kelly Kirkpatrick
Email: Kelly.Kirkpatrick@sfgov.org

Mayor's Acting Budget Director Ashley Groffenberger
Email: Ashley.Groffenberger@sfgov.org

Budget & Appropriations Committee Member Linda Wong
Email: Linda.Wong@sfgov.org

San Francisco Board of Supervisors (group)
Email: Board.of.Supervisors@sfgov.org

Rafael Mandelman
Email: Rafael.Mandelman@sfgov.org

Dear Mayor Breed,

As a San Francisco resident and taxpayer, I am writing to express my support for the San Francisco Fire Department and the San Francisco NERT program.

We are approaching one year since the start of the COVID-19 pandemic. As our City continues to confront it, I am deeply concerned about the ability of our firefighters and other first responders to not only meet the current challenges, but also respond to the needs of our City in the event of an earthquake or other major disaster.

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I urge you to fully support the SFFD and NERT with the increased funding necessary both to ensure that our City and its residents continue to thrive and survive during these challenging times and also to ensure a bright future for our City.

Respectfully submitted,

Kristin Wiederholt

--

Kristin Wiederholt

Partner, [BKW](#)

+1 415 637 7650

From: [S Samii](#)
To: [Breed, Mayor London \(MYR\)](#)
Cc: [Kirkpatrick, Kelly \(MYR\)](#); [Groffenberger, Ashley \(MYR\)](#); [Wong, Linda \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); [Stefani, Catherine \(BOS\)](#)
Subject: Budget 2021
Date: Tuesday, February 2, 2021 6:54:04 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Mayor Breed,

As a San Francisco resident and taxpayer, I am writing to express my support for the San Francisco Fire Department and the San Francisco NERT program.

We are approaching one year since the start of the COVID-19 pandemic. As our City continues to confront it, I am deeply concerned about the ability of our firefighters and other first responders to not only meet the current challenges, but also respond to the needs of our City in the event of an earthquake or other major disaster.

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Respectfully submitted,

Shekufeh Samii

From: [Paul Lowrey](#)
To: [Breed, Mayor London \(MYR\)](#)
Cc: [Kirkpatrick, Kelly \(MYR\)](#); [Groffenberger, Ashley \(MYR\)](#); [Wong, Linda \(BOS\)](#); [Board of Supervisors, \(BOS\)](#)
Subject: Registering my support for the San Francisco Fire Department and the San Francisco NERT program.
Date: Tuesday, February 2, 2021 7:29:14 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Paul Lowrey, 426 Moraga St. SF CA, 415-564-9680

February 2, 2021

Honorable Mayor London Breed

City Hall, Room 200

1 Dr. Carlton B. Goodlett Place

San Francisco, CA 94102

Email: MayorLondonBreed@sfgov.org

Cc: Mayor's Budget Director Kelly Kirkpatrick

Email: Kelly.Kirkpatrick@sfgov.org

Mayor's Acting Budget Director Ashley Groffenberger

Email: Ashley.Groffenberger@sfgov.org

Budget & Appropriations Committee Member Linda Wong

Email: Linda.Wong@sfgov.org

San Francisco Board of Supervisors (group)

Email: Board.of.Supervisors@sfgov.org

Myrna Melgar Myrna.Melgar@sfgov.org

Dear Mayor Breed,

As a San Francisco resident, taxpayer, and NERT member, I am writing to express my support for the San Francisco Fire Department and the San Francisco NERT program.

We are approaching one year since the start of the COVID-19 pandemic. As our City continues to confront it, I am deeply concerned about the ability of our firefighters and other first responders to not only meet the current challenges, but also respond to the needs of our City in the event of an earthquake or other major disaster.

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I urge you to fully support the SFFD and NERT with the increased funding necessary both to ensure that our City and its residents continue to thrive and survive during these challenging times and also to ensure a bright future for our City.

Respectfully submitted,

Paul Lowrey

From: [Maria Clayton](#)
To: [Breed, Mayor London \(MYR\)](#)
Cc: [Kirkpatrick, Kelly \(MYR\)](#); [Groffenberger, Ashley \(MYR\)](#); [Wong, Linda \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); [Ronen, Hillary](#)
Subject: Funding for the San Francisco NERT program
Date: Tuesday, February 2, 2021 9:16:49 PM
Attachments: [Mayor Breed - Budget Letter 2021_final.docx](#)

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Mayor Breed,

As a San Francisco resident and taxpayer, I am writing to express my support for the San Francisco Fire Department and the San Francisco NERT program.

We are approaching one year since the start of the COVID-19 pandemic. As our City continues to confront it, I am deeply concerned about the ability of our firefighters and other first responders to not only meet the current challenges, but also respond to the needs of our City in the event of an earthquake or other major disaster.

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Respectfully submitted,

Maria Clayton

Maria Clayton
85 Mirabel Ave.
San Francisco, CA 94110
479-236-9506 / maria.clayton@gmail.com

February 2, 2021

Honorable Mayor London Breed
City Hall, Room 200
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102
Email: MayorLondonBreed@sfgov.org

Cc: Mayor's Budget Director Kelly Kirkpatrick
Email: Kelly.Kirkpatrick@sfgov.org

Mayor's Acting Budget Director Ashley Groffenberger
Email: Ashley.Groffenberger@sfgov.org

Budget & Appropriations Committee Member Linda Wong
Email: Linda.Wong@sfgov.org

San Francisco Board of Supervisors (group)
Email: Board.of.Supervisors@sfgov.org

District 9 Supervisor Hillary Ronan
Email: Hillary.Ronen@sfgov.org

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We are approaching one year since the start of the COVID-19 pandemic. As our City continues to confront it, I am deeply concerned about the ability of our firefighters and other first responders to not only meet the current challenges, but also respond to the needs of our City in the event of an earthquake or other major disaster.

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I urge you to fully support the SFFD and NERT with the increased funding necessary both to ensure that our City and its residents continue to thrive and survive during these challenging times and also to ensure a bright future for our City.

Respectfully submitted,

Maria Clayton

From: [Robert J. Feldman](#)
To: [Breed, Mayor London \(MYR\)](#)
Cc: [Kirkpatrick, Kelly \(MYR\)](#); [Groffenberger, Ashley \(MYR\)](#); [Wong, Linda \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); [Stefani, Catherine \(BOS\)](#)
Subject: Please adequately fund the San Francisco Fire Department!
Date: Tuesday, February 2, 2021 11:05:30 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Mayor Breed,

As a San Francisco resident and taxpayer, I am writing to express my support for the San Francisco Fire Department and the San Francisco NERT program.

We are approaching one year since the start of the COVID-19 pandemic. As our City continues to confront it, I am deeply concerned about the ability of our firefighters and other first responders to not only meet the current challenges, but also respond to the needs of our City in the event of an earthquake or any other major disaster.

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Since its inception 30 years ago, NERT volunteers have been called upon to assist with events ranging from helping at Cooling Centers during heat waves and, more recently, to assist with numerous tasks during the COVID-19 pandemic. In the past year since March, 2020, NERT volunteers have participated in over 2,000 instances of volunteering by spending countless

hours doing community outreach and education, and by assisting at food distribution and testing centers. NERT Disaster Corps volunteers have also been called up over the past few years to assist communities outside of San Francisco during fires and other disasters.

Public Safety must be among our top priorities. The San Francisco Fire Department, and NERT volunteers, continue to contribute daily to the safety and welfare of our City and its citizens. The SFFD must receive adequate funding to ensure proper staffing levels and properly maintained equipment. Failure to adequately fund the fire department is short-sighted, foolhardy, and fiscally irresponsible. Residents' lives and businesses would be placed at great risk.

This simply isn't the time to trim the budget of the San Francisco Fire Department.

I urge you to fully support the fire department and NERT with the increased funding necessary to ensure that our City and its residents continue to thrive and survive during these challenging times, and to ensure a brighter future for our city.

Thank you.

Sincerely,
Robert J. Feldman

Robert J. Feldman
1457 Chestnut Street, #1A
San Francisco CA 94123-3124

From: [Julie Draskoczy](#)
To: [Breed, Mayor London \(MYR\)](#)
Cc: [Ronen, Hillary](#); [Kirkpatrick, Kelly \(MYR\)](#); [Groffenberger, Ashley \(MYR\)](#); [Wong, Linda \(BOS\)](#); [Board of Supervisors, \(BOS\)](#)
Subject: Funding for NERT
Date: Wednesday, February 3, 2021 9:37:05 AM

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February 2, 2021

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

Dear Mayor Breed,

As a San Francisco resident and taxpayer, I am writing to express my support for the San Francisco Fire Department and the San Francisco NERT program. We are approaching one year since the start of the COVID-19 pandemic. As our City continues to confront it, I am deeply concerned about the ability of our firefighters and other first responders to not only meet the current challenges, but also respond to the needs of our City in the event of an earthquake or other major disaster. The Fire Department, like other City Departments, is being asked to reduce its budget this year. With an ever-increasing number of calls and incidents to which our firefighters are asked to respond, most of which now involve calls to assist the unhoused and other members of our vulnerable populations, and including mutual assistance calls to fight fires in other counties, the Fire Department has seen its resources stretched beyond levels anyone could have reasonably anticipated. These demands on the Fire Department have continued to rise, while at the same time, since 2016, the Fire Department staffing levels have steadily declined. Worse yet, our firefighters are working with aging, substandard trucks and equipment in need of replacement.

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the safety and welfare of our City and its citizens. The SFFD must receive adequate funding to ensure proper staffing levels and properly maintained equipment. Failure to do this is short-sighted, foolhardy, and fiscally irresponsible, placing residents' lives and businesses at risk. This simply isn't the time to reduce SFFD's budget.

I urge you to fully support the SFFD and NERT with the increased funding necessary both to ensure that our City and its residents continue to thrive and survive during these challenging times and also to ensure a bright future for our City.

Respectfully submitted,

Julie Zigoris

--

Julie Zigoris

www.juliezigoris.com

T: [@jzigoris](https://twitter.com/jzigoris)

I: [@jusudra](https://twitter.com/jusudra)

From: [Pia Hunter](#)
To: [Breed, Mayor London \(MYR\)](#)
Cc: [Kirkpatrick, Kelly \(MYR\)](#); [Groffenberger, Ashley \(MYR\)](#); [Wong, Linda \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#)
Subject: Please support SFFD and NERT
Date: Wednesday, February 3, 2021 9:59:06 AM
Attachments: [MayorBreed_SupportSFFDandNERT.pdf](#)

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Mayor Breed,

As a San Francisco resident, taxpayer and NERT volunteer, I am writing to express my support for the San Francisco Fire Department and the San Francisco NERT program.

We are approaching one year since the start of the COVID-19 pandemic. As our City continues to confront it, I am deeply concerned about the ability of our firefighters and other first responders to not only meet the current challenges, but also respond to the needs of our City in the event of an earthquake or other major disaster.

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volunteers have also been called up over the past few years to assist communities outside San Francisco during fires and other disasters.

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I urge you to fully support the SFFD and NERT with the increased funding necessary both to ensure that our City and its residents continue to thrive and survive during these challenging times and also to ensure a bright future for our City.

Respectfully submitted,

Pia Hunter

--

Pia Hunter
264 Surrey Street, San Francisco, CA 94131
+1 (917) 992-7557

Pia Hunter
264 Surrey Street, San Francisco CA 94131
Email: piahunternyc@gmail.com
Phone: +1 (917) 992-7557

February 3, 2021

Honorable Mayor London Breed
City Hall, Room 200
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102
Email: MayorLondonBreed@sfgov.org

Cc: Mayor's Budget Director Kelly Kirkpatrick
Email: Kelly.Kirkpatrick@sfgov.org

Mayor's Acting Budget Director Ashley Groffenberger
Email: Ashley.Groffenberger@sfgov.org

Budget & Appropriations Committee Member Linda Wong
Email: Linda.Wong@sfgov.org

San Francisco Board of Supervisors (group)
Email: Board.of.Supervisors@sfgov.org

District 8 Supervisor Rafael Mandelman
Email: rafael.Mandelman@sfgov.org

Dear Mayor Breed,

As a San Francisco resident and taxpayer, I am writing to express my support for the San Francisco Fire Department and the San Francisco NERT program.

We are approaching one year since the start of the COVID-19 pandemic. As our City continues to confront it, I am deeply concerned about the ability of our firefighters and other first responders to not only meet the current challenges, but also respond to the needs of our City in the event of an earthquake or other major disaster.

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I urge you to fully support the SFFD and NERT with the increased funding necessary both to ensure that our City and its residents continue to thrive and survive during these challenging times and also to ensure a bright future for our City.

Respectfully submitted,

Pia Hunter

From: jacee.mchugh
To: [Breed, Mayor London \(MYR\)](#); [Mandelman, Rafael \(BOS\)](#)
Cc: [Kirkpatrick, Kelly \(MYR\)](#); [Groffenberger, Ashley \(MYR\)](#); [Wong, Linda \(BOS\)](#); [Board of Supervisors, \(BOS\)](#)
Subject: SFFD and NERT funding
Date: Wednesday, February 3, 2021 3:04:06 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Mayor Breed and Supervisor Mandelman,

As a San Francisco resident and taxpayer, I am writing to express my support for the San Francisco Fire Department and the San Francisco NERT program.

I have seen firsthand how the training we have gotten through NERT has been passed on to our respective neighborhoods all across the city. It shows people, very concretely, how to get prepared to be self-sufficient individually and as a neighborhood for the first days after a citywide disaster. It works because the message is delivered neighbor to neighbor. Teach one person, and the knowledge spreads exponentially. Effective, and cost efficient. And it builds community.

In these times of Covid, the NERT volunteers have been an organized and trained group the City has turned to for manning food banks, Covid testing sites, for PPE supply preparation, etc. The medical arm of NERT has been prescreened with background checks, fingerprinting, TB status, etc, so we can help in areas that need personnel with these already in place. It makes sense to multiply the City's dollars with NERT Volunteers, by supporting the SFFD budget for the NERT program.

Respectfully submitted,

Jacee McHugh

NERT volunteer, Glen Park

jaceem@sbcglobal.net

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#)
Subject: FW: Public Safety should be a top priority for our city
Date: Wednesday, February 3, 2021 4:48:00 PM

From: Michael Faklis <Michael_Faklis@EvoISwSys.net>
Sent: Wednesday, February 3, 2021 4:07 PM
To: Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>
Cc: Kirkpatrick, Kelly (MYR) <kelly.kirkpatrick@sfgov.org>; Groffenberger, Ashley (MYR) <ashley.groffenberger@sfgov.org>; Wong, Linda (BOS) <linda.wong@sfgov.org>; Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>
Subject: Public Safety should be a top priority for our city

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Michael Faklis
810 Battery Street, #A805
San Francisco, CA 94111-1576
1+(415)772-1921

February 3, 2021

Honorable Mayor London Breed
City Hall, Room 200
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102
Email: MayorLondonBreed@sfgov.org

Cc: Mayor's Budget Director Kelly Kirkpatrick
Email: Kelly.Kirkpatrick@sfgov.org

Mayor's Acting Budget Director Ashley Groffenberger
Email: Ashley.Groffenberger@sfgov.org

-
Budget & Appropriations Committee Member Linda Wong
Email: Linda.Wong@sfgov.org

San Francisco Board of Supervisors (group)

Email: Board.of.Supervisors@sfgov.org

District 3 Supervisor Aaron Peskin

Email: Aaron.Peskin@sfgov.org

Dear Mayor Breed,

As a San Francisco resident and taxpayer, I am writing to express my support for the San Francisco Fire Department and the San Francisco NERT program.

We are approaching one year since the start of the COVID-19 pandemic. As our City continues to confront it, I am deeply concerned about the ability of our firefighters and other first responders to not only meet the current challenges, but also respond to the needs of our City in the event of an earthquake or other major disaster.

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Public Safety must be among our top priorities. The SFFD and NERT volunteers continue to contribute daily to the safety and welfare of our City and its citizens. The SFFD must receive adequate funding to ensure proper staffing levels and properly maintained equipment. Failure to do this is short-sighted, foolhardy, and fiscally irresponsible, placing residents' lives and businesses at risk. This simply isn't the time to reduce SFFD's budget.

I urge you to fully support the SFFD and NERT with the increased funding necessary both to ensure that our City and its residents continue to thrive and survive during these challenging times and also to ensure a bright future for our City.

Respectfully submitted,

Michael Faklis

--

Michael Faklis

1+(415)772-1921 (H)

1+(415)378-9461 (M)

N 37° 47.932' W 122° 24.038'

HAM Radio KM6PWL/KT

MFaklis@ARRL.net

NERT Volunteer 31430

North Financial District NERT Team Co-coordinator

North Waterfront NERT Team Co-coordinator

First Aid CPR AED Instructor

NERT is a registered, FEMA compliant Community Emergency Response Team (CERT) program.

<http://sf-fire.org/neighborhood-emergency-response-team-nerf>

ALERT Volunteer U102576

The Auxiliary Law Enforcement Response Team (ALERT) is a citizen disaster preparedness program.

<https://sanfranciscopolice.org/alert>

*"About all they see is "going back to the good old days. This is a dangerous state. **If they don't stand for something, they will fall for anything.**"*

- Gordon A. Eadie M.D., 1945 January issue of a journal called "Mental Hygiene"

From: [Norma D. Rodriguez](#)
To: [Breed, Mayor London \(MYR\)](#); [Kirkpatrick, Kelly \(MYR\)](#); [Groffenberger, Ashley \(MYR\)](#); [Wong, Linda \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [Preston, Dean \(BOS\)](#)
Subject: Fwd: [NERT members - general] Request for Budget Support Outreach
Date: Thursday, February 4, 2021 1:39:12 AM
Attachments: [Mayor Breed - Budget Letter 2021 final.docx](#)

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

DEAR Honorable Mayor London Breed, City Budget & Appropriations Committee Members, Board of Supervisors & my District Supervisor:

As a devoted resident of San Francisco since 1998, I am deeply concerned about the ability of the professional first responders such as San Francisco Fire Fighters and San Francisco Emergency Medical Services to meet the needs of our City in the event of an earthquake or other disaster.

As well as The Neighborhood Emergency Response Team organization (NERT), bridging the gap between what professional first responders can provide and what our City's residents will need to do on their own.

Please find the attached letter in support of continuing to fully fund our amazing SF Fire Dept. and NERT training organization

With Grateful Thanks for all your steadfast leadership and efforts to keep our city safe and healthy during this most crushing but now beat down COVID19 Crisis. We will overcome this as a stronger City and Community.

Norma D. Rodriguez - LGBTQ+ Ally
website: www.norma-diana.com
YouTube: Norma Diana Sings 4 U
Ministry of Goodwill & Kindness through every day word & deed <3

Be kind whenever possible. It is always possible - The Dalai Lama

Norma D. Rodriguez | NERT Team Member
455 Cole Street, #11
San Francisco, CA 94117

February 2, 2021

Honorable Mayor London Breed
City Hall, Room 200
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102
Email: MayorLondonBreed@sfgov.org

Cc: Mayor's Budget Director Kelly Kirkpatrick
Email: Kelly.Kirkpatrick@sfgov.org

Mayor's Acting Budget Director Ashley Groffenberger
Email: Ashley.Groffenberger@sfgov.org

Budget & Appropriations Committee Member Linda Wong
Email: Linda.Wong@sfgov.org

San Francisco Board of Supervisors (group)
Email: Board.of.Supervisors@sfgov.org

Dean Preston Dean.Preston@sfgov.org

Dear Mayor Breed,

As a San Francisco resident, taxpayer & SF NERT Haight-Ashbury Team member, I am writing to express my support for the San Francisco Fire Department and the San Francisco NERT program.

We are approaching one year since the start of the COVID-19 pandemic. As our City continues to confront it, I am deeply concerned about the ability of our firefighters and other first responders to not only meet the current challenges, but also respond to the needs of our City in the event of an earthquake or other major disaster.

I'm sure you all are aware of the Fire Department's ever-increasing number of calls and incidents to which our firefighters are asked to respond, most of which now involve calls to assist the unhoused and other members of our vulnerable populations, and including mutual assistance calls to fight fires in other counties, the SFFD has seen its resources stretched beyond levels anyone could have reasonably anticipated. These demands on the Fire Department have continued to rise, while at the same time, since 2016, the Fire Department staffing levels have

steadily declined. While our firefighters continue to work with aging, substandard trucks and equipment in need of replacement.

I'm sure you're all aware of how the Neighborhood Emergency Response Team (NERT) was born. And to-date, over 30,000 residents have been trained by the SFFD in low-risk disaster response skills which enable NERT volunteers to assist SFFD and our City.

Since its inception 30 years ago, NERT volunteers have been called upon to assist with events ranging from helping at Cooling Centers during heat waves to more recently assisting with numerous tasks during the COVID-19 pandemic. In the past year since March 2020, NERT volunteers have participated in over 2,000 instances of volunteering, spending countless hours doing community outreach and education, and assisting at food distribution and testing centers. NERT Disaster Corps volunteers have also been called up over the past few years to assist communities outside San Francisco during fires and other disasters.

Public Safety must be among our top priorities. The SFFD and NERT volunteers continue to contribute daily to the safety and welfare of our City and its citizens. This simply is the time to continue supporting the SFFD's budget.

I gratefully urge you to fully support the SFFD and NERT with the increased funding necessary both to ensure that our City and its residents continue to thrive and survive during these challenging times ensuring a bright and safe future for our City.

Respectfully & Gratefully submitted,

Norma D. Rodriguez
Haight/Ashbury NERT Team | since 1996

From: [Jonathan Smolen](#)
To: [Breed, Mayor London \(MYR\)](#)
Cc: [Kirkpatrick, Kelly \(MYR\)](#); [Groffenberger, Ashley \(MYR\)](#); [Wong, Linda \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: San Francisco Fire Department and the NERT program Budget
Date: Thursday, February 4, 2021 12:17:58 PM

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Jonathan Smolen
900 Bush St PH4
San Francisco, CA 9109

February 2, 2021

Honorable Mayor London Breed
City Hall, Room 200
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102
Email: MayorLondonBreed@sfgov.org

Cc: Mayor's Budget Director Kelly Kirkpatrick
Email: Kelly.Kirkpatrick@sfgov.org

Mayor's Acting Budget Director Ashley Groffenberger
Email: Ashley.Groffenberger@sfgov.org

-
Budget & Appropriations Committee Member Linda Wong
Email: Linda.Wong@sfgov.org

San Francisco Board of Supervisors (group)
Email: Board.of.Supervisors@sfgov.org

Supervisor Aaron Peskin
Email: Aaron.Peskin@sfgov.org

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I urge you to fully support the SFFD and NERT with the increased funding necessary both to ensure that our City and its residents continue to thrive and survive during these challenging times and also to ensure a bright future for our City.

Respectfully submitted,

Jonathan Smolen

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#); [BOS-Administrative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Hickey, Jacqueline \(BOS\)](#)
Subject: FW: SFMTA Central Subway Program Budget Status Report for Board of Supervisors
Date: Monday, February 1, 2021 5:32:00 PM
Attachments: [image006.png](#)
[SFMTA 210201 BOS Central Subway Project.pdf](#)

From: Simpliciano, Sophia M <Sophia.Simpliciano@sfmta.com>
Sent: Monday, February 1, 2021 5:07 PM
To: Calvillo, Angela (BOS) <angela.calvillo@sfgov.org>; Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Cc: Somera, Alisa (BOS) <alisa.somera@sfgov.org>; Mchugh, Eileen (BOS) <eileen.e.mchugh@sfgov.org>; Ramos, Joel (MTA) <Joel.Ramos@sfmta.com>; Martinsen, Janet (MTA) <Janet.Martinsen@sfmta.com>; Tahir, Nadeem (MTA) <Nadeem.Tahir@sfmta.com>; Hoe, Albert (MTA) <Albert.Hoe@sfmta.com>; Breen, Kate (MTA) <Kate.Breen@sfmta.com>; Rewers, Jonathan (MTA) <Jonathan.Rewers@sfmta.com>; Manglicmot, Timothy (MTA) <Timothy.Manglicmot@sfmta.com>
Subject: SFMTA Central Subway Program Budget Status Report for Board of Supervisors

Good afternoon.

Please note the attached communication from the SFMTA regarding the Central Subway Program's Budget Status Report. Thank you.

Sincerely,
Sophia Simpliciano
Executive Assistant to the Director of Transportation

jeffrey.tumlin@sfmta.com 415-646-2522
sophia.simpliciano@sfmta.com 415-646-2546
SFMTA reception 415-701-5600



San Francisco Municipal Transportation Agency
1 South Van Ness Avenue, 7th floor
San Francisco, CA 94103





London Breed, Mayor

Gwyneth Borden, Chair
Amanda Eaken, Vice Chair
Cheryl Brinkman, Director
Steve Heminger, Director

Fiona Hinze, Director
Sharon Lai, Director
Manny Yekutieli, Director

Jeffrey Tumlin, Director of Transportation

February 1, 2021

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

Dear Ms. Calvillo:

As a follow up action to the approved board resolution for CS-163, AON Contract Amendment #5 (File 20-1317), the Central Subway Program is attaching a report of the program status to our funding partners with Federal Transportation Agency (FTA) on the status of the program progress, schedule and budget. As part of the report, I want to reference Table 7.4 Contingency Management Trend Report and Table 7.7 Project Budget and Expenditure Report in appendix which provide details of the updated program cost and budget as requested in the board resolution.

These tables provide details on the current program cost up to December 2020 and the revised budget for the program towards the completion of the project in 2021. The budget indicates that our expenditures have exceeded the original budget for the program of \$1.578B and has been adjusted to \$1.793B. The increase to the overall budget of \$215M relates to several items including contract changes, contract claim settlements, contract extensions of time and continued support of soft costs. The program has been provided an additional \$87M mostly from capital contingency funds set aside in the SFMTA's FY 2020-21 and FY 2021-22 budget.

It is of the highest priority that the SFMTA deliver this project within the currently approved schedule and revenue service date. For this reason, closing of any gap on the Central Subway Project remains the highest priority in the current capital budget year and in the FY 2021 – 2025 Capital Improvement Program (CIP). Therefore, the remaining funds of \$128M to make up the remaining budget deficit are planned to come from redirecting flexible funds from other funded capital projects that are delayed and have alternate cash flow needs. These projects will be backfilled in future CIP years. The determination as to which projects the funds would be redirected from would be made at the time the funds are needed based on agency needs and information available at that time. The current FY 2021-2025 CIP includes \$2.33B in revenue. Other options may include using appropriated available SFMTA fund balance. The opportunity cost is that this fund balance is our ultimate reserve for contingencies that will help us maintain service during an economic downturn.



Attached is Central Subway Monthly Report which contains the information referenced in this memo related to the program budget.

If you require further information, please contact SFMTA's Local Government Affairs Liaison, Janet Martinsen at janet.martinsen@sfmta.com or 415-994-3143 and Central Subway Director, Nadeem Tahir at nadeem.tahir@sfmta.com or 415-660-5403.

Thank you,

A handwritten signature in blue ink, appearing to read 'Jeffrey Tumlin'.

Jeffrey Tumlin
Director of Transportation

central subway

Coming Together

Moving forward with progress across all stations



Progress Report

December 2020



SFMTA

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Appendix E: SBE Participation by Contract (Reported Quarterly).....	E1
Central Subway Project Contact Information.....	E5



Cover photo: Street view of the surface station at CTS

Above photo: The floors at the Union Square station are covered up to prevent damage to the finished layer.

See the Appendix E final page for CS websites hyperlinks and public outreach on line resources. The Project main web site is at: <http://www.centralsubwaysf.com/>



Signage in place at the 4th and Brannan station

Executive Summary

Coronavirus Pandemic (COVID 19) - Coronavirus Pandemic (COVID 19) Update - On March 17, 2020, the Mayor and the City's Health Office issued a Public Health Order to "Shelter-In Place" in response to the COVID-19 pandemic. While the City continues to observe restrictions from the City's Health Officer, the City has reissued "Shelter-In-Place" order in response to the increasing cases of infection. Construction of the Central Subway project continues to progress and Construction Management team continues to monitor impact of the COVID restrictions on project schedule. The Contractor reported five additional cases in December and all quarantined personnel have followed the appropriate procedures to return to work. The Contractor is following the required protocol to maintain the safety of the work force. The project has determined that these restrictions have some impacts to the project efficiency and schedule. The project has worked with our funding partners and has issued a revised Full Funding Grant Agreement requesting extension to the Revenue Service Date (RSD). While the COVID restrictions have continued to change, the project team continues to only have essential project staff on site to ensure safety of the staff and allow other staff to telecommute. (For additional discussion, please see Safety and Security section on pg. 34)

Chinatown Station - Completed installing GFRC panels at Upper Mezzanine. Completed installing Stair 5. Completed installing HVAC at Surface/Plaza levels. Obtained SFDBI Green Tag. Obtained permanent electrical PG&E power for primary feeder. Continued street work (minor), monitoring and surveying.

Union Square/Market Street Station - Completed terrazzo work at Stair #1 and Stair #6. Completed installing area of refuge fixtures. Completed installation of data and phone at North Entrance. Completed installation of EV fans in air flow sensor wire. Completed installation of the glazed wall system on Platform level. Completed installation of crystalized glass panels at Street level entrance and Ellis Street entrance.

Yerba Buena/Moscone Station - Completed interior finishes on Mezzanine. Completed permanent fencing at Headhouse Surface level. Completed installation of roof coping and roof fascia at Headhouse roof. Completed set trim and terminate devices –test. Completed CU equipment connect.

Surface, Track and Systems– Continued traction power conduit and other electrical conduit installation inside tunnel. Continued 4th/Brannan platform construction. Continued installation of ATCS and radio system. Continued fiber system installation.

Total net incurred costs for the project are \$1,684.36 million, a \$10.04 million increase over last month. The total cost to date has exceeded the total project budget of \$1.578 billion. The project continues to review the overall cost. The current Estimate at Completion (EAC) is projected to be \$1.793B or \$215M above the original budget of \$1.578B. The project shows a forecast Revenue Service Date of Spring 2022. (For additional discussion, please see Costs and Schedule on pg.7)

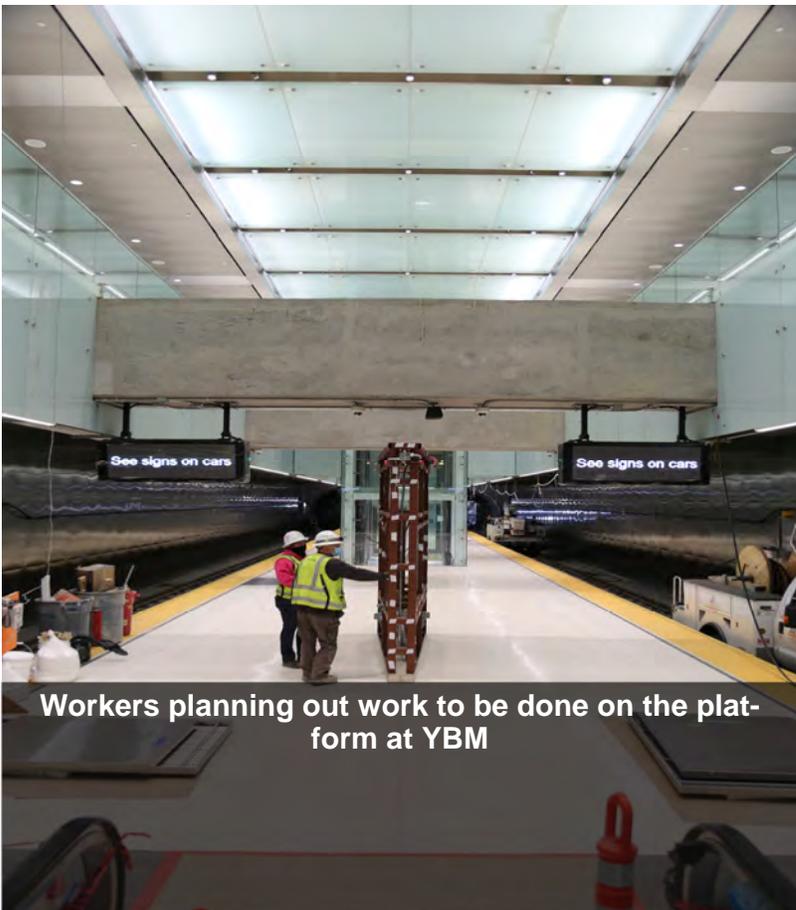
The Stations Contractors' Safety Reports should show any accidents that may occur during the current month. The rates of work site accident incidents by the man hours worked continue to be below industry standards - see tables on page 35

Key Milestones

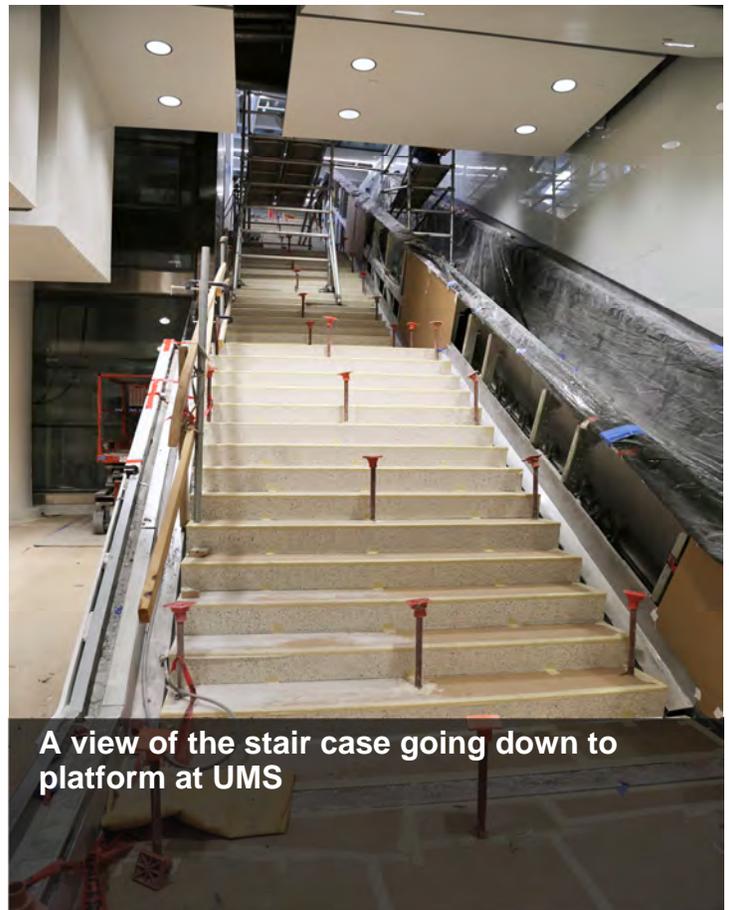


View of track connections at 4th and King

MILESTONE	DATE EXPECTED
General	
Revenue Service	Spring 2022
Contract 1300 Stations, Surface, Track, Systems	
Notice to Proceed (NTP 1)	June 17, 2013 (A)
Notice to Proceed (NTP 2)	January 12, 2014 (A)
Substantial Completion	Spring 2021



Workers planning out work to be done on the platform at YBM



A view of the stair case going down to platform at UMS

Costs and Schedule

Costs (See Appendix A for Details)

The revised Cost Estimate (CCE) for the Central Subway Project is \$1.665 billion in year of expenditure dollars (\$YOE). The project is working with our funding partners to address the current funding shortfall. Currently, the project estimates the Estimate at Completion (EAC) to be \$1.793B or \$215M above the original budget of \$1.578B. These revised estimates have been shared with our board. Based on the additional funding requirement, the project has received additional \$87M from capital contingency funds. The project will continue to work with Finance and Grants to secure these additional \$128M which will come from redirecting flexible funds from other funded capital projects that are delayed and have alternate cash flow. EAC has been adjusted as additional cost related to claim settlements, contract modifications and delayed cost due to the current pandemic are identified. As the EAC is revised and the funds are identified, the team will update the various cost sheets to reflect the revised budget and EAC along with any impacted appendix. The team anticipates that this will take several reporting cycles to adjust as the update are delayed by one month based on the report. The team continues to work with SFMTA Finance and Grants to book funds as they are identified and become available to the program.

Total net incurred costs for the project are \$1,684.36 million, a \$10.04 million increase over last month. The cost to date figure reflects expenditures through FAMIS 786 Report (\$1,610.11 million) plus the utilities joint trench Form B Reimbursement payment (\$12.51 million), invoices currently being processed (\$60.63 million) and estimates of outstanding pay requests (\$1.14 million). The revised total project budget has is \$1.665 billion due to additional local funds received.

The current funding level to date has already been fully met which includes excess local funds consisting of Operating funds of \$63,679,086 appropriated in October 2020 . The original total project budget of \$1.578 billion has already completed its original funding of the program in July 2020. The project team will continue to work with our financial partners to ensure that impacts to the project are minimized and the additional funds are secured.

Earned Value Analysis

In December 2020 Report, the Preliminary Earned Value Analysis reports is based on the SFMTA December Schedule Update. The Planned Value, Earned Value, Actual Cost, Percent Complete and resulting indexes as follows:

Preliminary December Earned Value

Overall Budgeted Cost:	\$1,664,687,194
Planned Value:	\$1,593,491,019
Earned Value:	\$1,481,212,749
Actual Cost:	\$1,684,357,366
Schedule Performance Index (SPI):	0.93
Cost Performance Index (CPI):	0.88
Percent Complete:	93.0%

*December 2020 Notice: The City continues to experience problems that were caused by error and inaccuracy from the transition from FAMIS to Financial System Project (FSP). An updated methodology has been implemented within the financial reporting that will provide more accurate figures for transactions occurring in fiscal year 2021.

As we continue to address these data quality problems through data cleaning, you will continue to see monthly fluctuations as we detect and remove errors and inconsistencies from data in order to improve on the quality of data so that we will be able to report accurate data. 7

Schedule Highlights

The Master Project Schedule (MPS) below includes progress through December 2020. The December 2020 Schedule Update submittal from Contract 1300 Contractor was not submitted as the CN1300 Contractor has not provided the updated corrections to their June 2017, through July 2018 Schedule Updates. The Contract 1300 schedule represented in this report is based on the SFMTA December 2020 Schedule Update.

The MPS shows a forecast Revenue Service Date of Spring 2022 based on a revised assessment of the overall schedule and the current project conditions related to work efficiency due to COVID. The revised Revenue Service Date of Spring 2022 has been shared with our funding partners and a revised request to extend the Full Funding Grant Agreement with the revised date has been submitted to Federal Transit Administration (FTA) for review and approval. The project continues to evaluate this date with potential impact from COVID restrictions with stricter guidelines and procedures. The schedule team is assessing the risk with these issues and identifying potential mitigation to reduce the risk to the overall schedule. The Contractor has notified the City that potential delay may have occurred due to the social distancing requirement which is impacting production rates.

Currently we are experiencing day-to-day delays caused by TPC's electrical work in the tunnel impacted by lack of resources and extended approvals of contract modifications related to Radio and Train Control Systems. These issues have impacted TPC's Substantial Completion date, we have mitigated the delay by accelerating rail activation activities. TPC and SFMTA are working to reach scope and cost agreements for these contract modifications as TPC refuses to commence work without an approved Contract Modification. The controlling critical (longest) path of the MPS runs through the electrical activities within the tunnel which are impacting the TPC's Startup and Testing and subsequently the rail activation process. The latest schedule shows the longest path running through the Surface, Tracks and Systems (STS).

SFMTA continues to meet with Contractor to discuss all schedule concerns and comments. TPC has not been able to correctly staff the project which could potentially delay the project. In order to achieve the Baseline work productivity, TPC needs to increase the number of crews assigned to electrical work, allowing concurrent work within the tunnel and stations in order to make this completion date possible. It also requires that the front end portion of ATCS Startup and Testing is performed concurrently with TPC's Startup and Testing followed by ATCS software testing in coordination with SFMTA Operations.

Contract 1300 Contractor submitted fifty-four (54) Schedule Updates from December 2014 to July 2019. SFMTA rejected twenty eight (28) Schedule Updates from January 2016 to April 2016 and June 2016 to July 2018 due to multiple and repetitive issues that vary from incorrect working sequences to unrealistic forecasted completion dates to artificially steering the schedule longest path through certain portions of the project. SFMTA approved as noted December 2014 through December 2015, and May 2016 Schedule Updates. Contractor has been directed to provide a Revised Schedule as required by the overall settlement agreement to maintain the forecasted project completion.

Contract 1300 - WP1253 UMS / WP1254R CTS / WP1255 YBM / WP1256 STS:

The Contractor, Tutor Perini Corporation's (TPC) baseline schedule is incorporated into the master program schedule. The preliminary SFMTA Contract 1300 December 2020 schedule is used within the September Report. The SFMTA Contract 1300 December 2020 schedule is based on the approved baseline schedule logic with adjustments made as mentioned above. The SFMTA will continue to use the SFMTA Contract 1300 schedule update as a forecasting tool going forward until the Contract 1300 Contractor submits an acceptable schedule that addresses all of SFMTA scheduling concerns.



Schedule Highlights - Continued

Work Package P-1254R (CTS) has performed the following work this month:

- Continued installing terrazzo for Stair 1 at Cavern Platform level
- Began installing terrazzo for Stair 2 and 3 at Station Headhouse
- Continued installing overhead signage along North/South Cavern Platform
- Continued installing electrical and communication conduits at Station Agent Booth at Concourse level
- Continued pulling service wires at Equipment Room at Underplatform level
- Continued pulling service wires at Main Electrical and Traction Power rooms at Headhouse Platform level
- Continued installing storm, sewer, water piping, refrigerant, and fire sprinkler piping at Surface/Plaza levels
- Completed installing GFRC panels at Upper Mezzanine
- Continued installing Elevators 1, 2, 3, and 4
- Completed installing Stair 5
- Continued installing Stair 6
- Continued construction of Plaza roof and stairs
- Continued installing fire proofing for Plaza level
- Continued installing electrical conduits and sprinkler piping at Surface/Plaza levels
- Completed installing HVAC at Surface/Plaza levels
- Continued installing GFRC panels at Plaza level
- Continued installing grating at Roof walkways
- Began installing pavers at Plaza level
- Obtained SFDBI Green Tag
- Obtained permanent electrical PG&E power for Primary Feeder
- Began testing EV fans, board and panels, transformers, and lighting
- Continued street work (minor), ongoing monitoring and surveying

Work Package P-1253 (UMS) has performed the following work this month:

Continued construction, installation and testing of the following items:

- Completed Terrazzo work at Stair #6.
- Started Installation of OCS brackets at Platform level.
- Continued Pulling fiber for SFDT Installation.
- Completed Installing Area of Refuge Fixtures.

Schedule Highlights - Continued

- Completed Installation of Data, Phone at North Entrance.
- Continued working on Station Agent Booth.
- Continued Installation of Power and Data Outlets at Ellis Entrance.
- Completed Installation of Terrazzo at Stair #1.
- Completed Installation of EV-Fans in Air-Flow Sensor Wire.
- Completed Installation of the Glazed Wall System on Platform Level.
- Continued Installation of Fire Alarm BPS and Deluge System at South Electrical Room.
- Completed Installation of Crystalized Glass Panels at street level entrance and Ellis street entrance.
- Continued Installation of cables for Artwork at Concourse Level (Gizmo).
- Completed Installation of guard Rails near EV Dampers.
- Continued landscaping street level area at Stockton street.

Work Package P-1255 (YBM) has performed the following work this month:

- Continued Installation of terrazzo steps at Ingress/Egress stair 7
- Continued installing doors and Hardware's
- Continued work interior finishes Concourse Levels within Station Box
- Completed interior finishes on Mezzanine
- Continued Rough in FSD's and FA-Pull fire alarm wire at platform
- Continued installation of Elevators 3 and 4
- Continued installation of Escalators 3 and 4
- Continued Installing Precast pavers at Plaza area at Surface level.
- Completed Permanent fencing at South area, at Headhouse Surface level.
- Completed Installation of roof coping and Roof fascia at Headhouse roof.
- Continued installation of Ceiling metal panels at Headhouse roof
- Continued installing Station Agent Booth
- Completed 60% FA system
- Completed Set trim and terminate devices – Test (for Receptacles and Light switches)
- Completed CU equipment connect

Work Package P-1256 (STS) has performed the following work this month:

- Continued 4th/Brannan platform construction
- Continued traction power conduit and other electrical conduit installation inside tunnel

Schedule Highlights - Continued

for CCTV, telephone, tunnel lighting, and tunnel electrical power

- Continued traction power cable installation, terminations, and installation of cross bonds throughout the tunnel.
- Continued OCS hanger installation and installation of OCS risers throughout the tunnel
- Continued installation of ATCS and radio system
- Continued fiber system installation

Master Project Schedule

Activity Name	Start	Finish	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
CENTRAL SUBWAY PROJECT	01/01/2020	12/31/2030											
Program Level Milestones													
FACT001 - Central Subway Project Start	01/01/2020	01/01/2020											
MS000A - Total Schedule Complete - Project Milestone MA	01/01/2020	12/31/2030											
MS001B - Baseline Finish Date: 12/31/2018	01/01/2020	12/31/2018											
MS002B - CDP Baseline Service Date	01/01/2020	01/01/2020											
Preliminary Engineering Phase													
Final Design	01/01/2020	01/01/2020											
Light Rail Vehicles	01/01/2020	01/01/2020											
Rail Vehicle	01/01/2020	01/01/2020											
Construction Phase													
Construction Support and Cables	01/01/2020	01/01/2020											
Construction Utility Contract #1: MOS & Portal CN-1250	01/01/2020	01/01/2020											
Construction Utility Contract #6: UMS CN-1251	01/01/2020	01/01/2020											
Construction Tunnels CN-1262	01/01/2020	01/01/2020											
Construction STS P-1266 ATC	01/01/2020	01/01/2020											
Construction STS P-1000A Banks	01/01/2020	01/01/2020											
Construction CH-1265	01/01/2020	01/01/2020											
OT 1269 Milestones													
Construction UMS Station P-1261	01/01/2020	01/01/2020											
Construction CTS Station P-1262	01/01/2020	01/01/2020											
Construction YSM Station P-1264	01/01/2020	01/01/2020											
Construction STS P-1266	01/01/2020	01/01/2020											
Project Start Up	01/01/2020	01/01/2020											
Preopening Contingency													
Project Start Up	01/01/2020	01/01/2020											
Unallocated Contingency	01/01/2020	01/01/2020											

Required Revenue Service Date: 28-Dec-18
Data Date: 28-Dec-20

SFMTA Central Subway Project
Master Project Schedule
Summary Schedule - December 2020



View of the platform at YBM

Contracts & Construction

Construction Contracts In Progress

Contract 1300: Combined Work Packages 1253, 1254, 1255, 1256

- Contractor: Tutor - Perini Corporation
- Amount: \$1,006.25 million
- Contract Status: 94.8% completed construction

Contracts Completed

[See Appendix D](#)

Contract 1250: Moscone Station and Portal Utilities Relocation

Contract 1251: Union Square/Market Street Station Utility Relocation

Contract 1277: Pagoda Theater Site Demolition (Funded separately from the CS Project budget)

Contract 1252: Central Subway Tunneling

Contract SBE Participation (Updated Quarterly)

[See Appendix E](#)

Stations, Surface, Track and Systems

Contract 1300 Contractor: Tutor-Perini Corporation

Description of Work

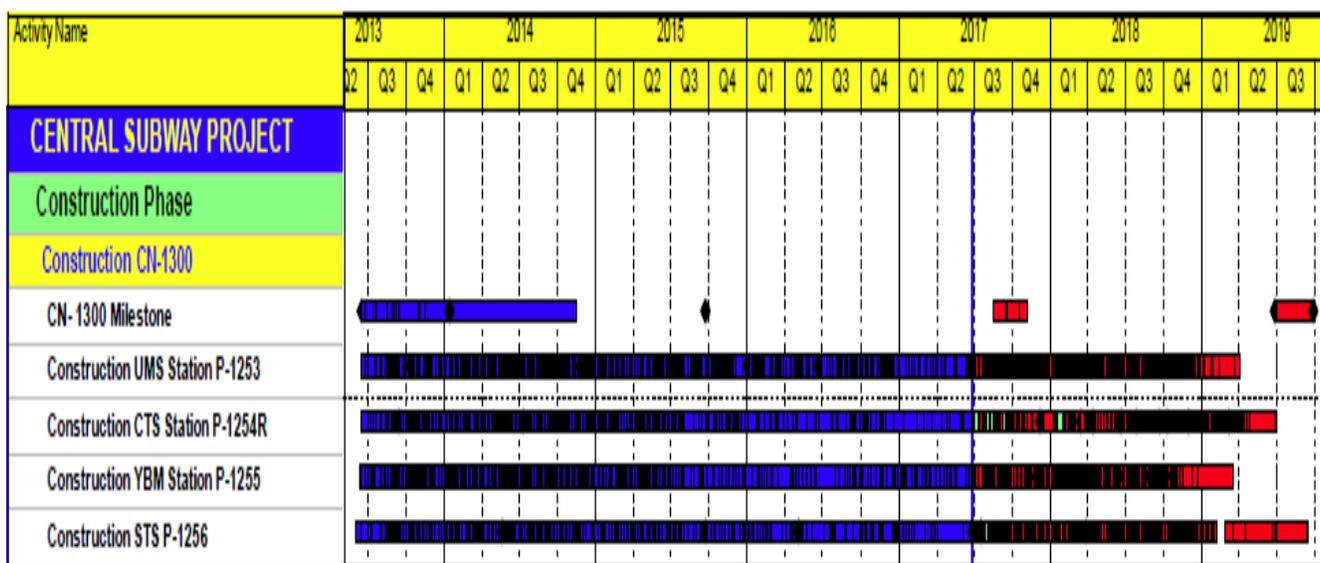
The Contract 1300 scope is to construct the Central Subway's three subway stations, one surface station, construct the 2,000 feet of surface track, and install track and operating systems throughout the new alignment. The separate station and systems work packages are presented in the following pages.

Work includes station finishes, AC and DC substations, elevators, escalators, lighting, emergency ventilation fans, HVAC fire alarm/ suppression/ protection, Cutter Soil Mixing, secant pile bottom up and Sequential Excavation Method construction, settlement monitoring, building protection, connecting to and modifying the BART Powell Street Station, PA, CCTV, signage, installation of fare collection equipment and station start-up and commissioning.

Contract Details	
Contract Awarded:	May 21, 2013
Notice to Proceed:	June 17, 2013
Substantial Completion:	Spring 2021
Contract Award Value:	\$839,676,400
Modifications to Date (\$):	\$166,575,357
Modifications to Date (Days):	1,052
Current Contract Value:	\$1,006,251,757

Budget/Expenditures▲	
Current Budget	\$947,384,505
Other Project Offset Credits	\$10,414,977
Expenditures to Date	\$983,714,545

1300 Summary Schedule



Chinatown Station

Contract 1300 - Work Package 1254R

Description of Work

This Work Package is to construct one subway station. Includes station finishes, AC and DC Traction Power substations elevators, escalators, lighting, emergency ventilation fans, HVAC fire alarm/ suppression/ protection, slurry wall top-down construction, settlement monitoring, building protection, PA, CCTV, signage, installation of fare collection equipment and station start-up and commissioning.

Current Work Status

- Continued installing terrazzo for Stair 1 at Cavern Platform level
- Began installing terrazzo for Stair 2 and 3 at Station Headhouse
- Continued installing overhead signage along North/South Cavern Platform
- Continued installing electrical and communication conduits at Station Agent Booth at Concourse level
- Continued pulling service wires at Equipment Room at Underplatform level
- Continued pulling service wires at Main Electrical and Traction Power rooms at Headhouse Platform level
- Continued installing storm, sewer, water piping, refrigerant, and fire sprinkler piping at Surface/Plaza levels
- Completed installing GFRC panels at Upper Mezzanine
- Continued installing Elevators 1, 2, 3, and 4
- Completed installing Stair 5
- Continued installing Stair 6
- Continued construction of Plaza roof and stairs
- Continued installing fire proofing for Plaza level
- Continued installing electrical conduits and sprinkler piping at Surface/Plaza levels
- Completed installing HVAC at Surface/Plaza levels



- Continued installing GFRC panels at Plaza level
- Continued installing grating at Roof walkways
- Began installing pavers at Plaza level
- Obtained SFDBI Green Tag
- Obtained permanent electrical PG&E power for Primary Feeder
- Began testing EV fans, board and panels, transformers, and lighting
- Continued street work (minor), ongoing monitoring and surveying

Work Expected Next Month

- Complete installing terrazzo for Stair 2 and 3 at Station Headhouse
- Complete installing overhead signage along North/South Cavern Platform
- Continue installing electrical and communication conduits at Station Agent Booth at Concourse level
- Complete installing Stair 6
- Complete pulling service wires at Equipment Room at Underplatform level
- Continue installing overhead conduit at Traction Power rooms at Headhouse Platform level
- Complete pulling service wires at Main Electrical and Traction Power rooms at

Chinatown Station

Headhouse Platform level

- Complete installing storm, sewer, water piping, refrigerant, and fire sprinkler piping at Surface and Plaza levels
- Complete installing GFRC panels at Crosscut Cavern Arch
- Complete installing Elevators 1 and 2
- Continue installing Elevators 3 and 4
- Complete construction of Plaza roof and stairs
- Complete installing fire proofing for Plaza level
- Complete installing pavers at Plaza level
- Complete installing electrical conduits and sprinkler piping at Surface and Plaza levels
- Complete HVAC installation at Surface and Plaza levels
- Obtain permanent electrical PG&E power from Secondary Feeder
- Complete traction power conduit installation and OCS at Cavern
- Continue testing EV fans, board and panels, transformers, and lighting
- Begin testing Traction Power and Train Control components
- Complete construction of 8" water line along Washington Street
- Begin reactivation of existing AWSS pipeline along Stockton Street
- Open up 1 Westbound traffic lane along Washington Street
- Continued street work (minor), ongoing monitoring and surveying

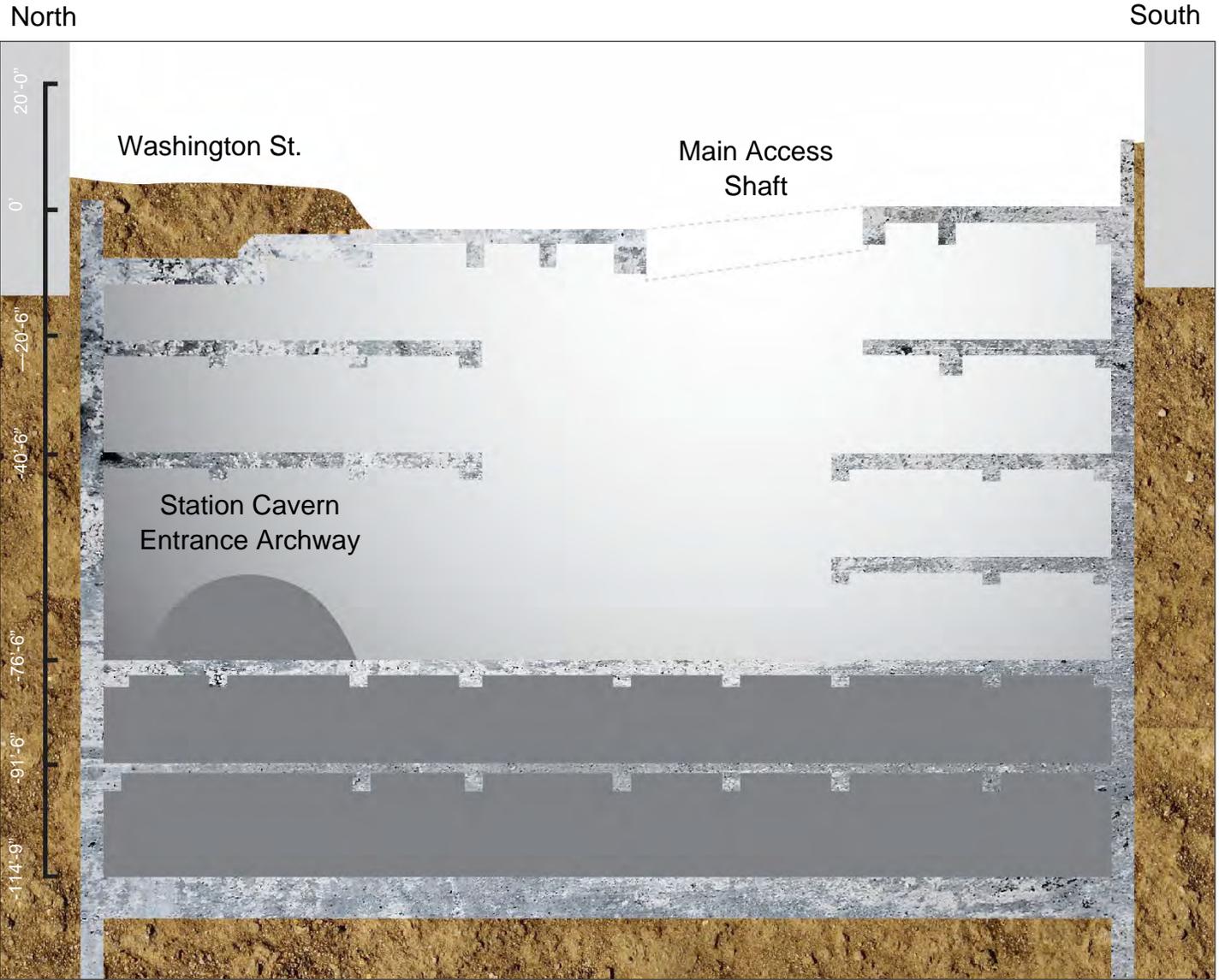
Three Month Look Ahead

- Complete installation of Elevators 3 & 4
- Complete installing mechanical, electrical, plumbing, at Surface, Plaza, and Roof levels at Headhouse
- Complete construction of PCC 50 Chinatown Plaza
- Continue component and system testing
- Complete reactivation of existing AWSS pipeline along Stockton Street
- Abandon dewatering wells on Stockton Street



Chinatown station, workers placing asphalt on Washington street.

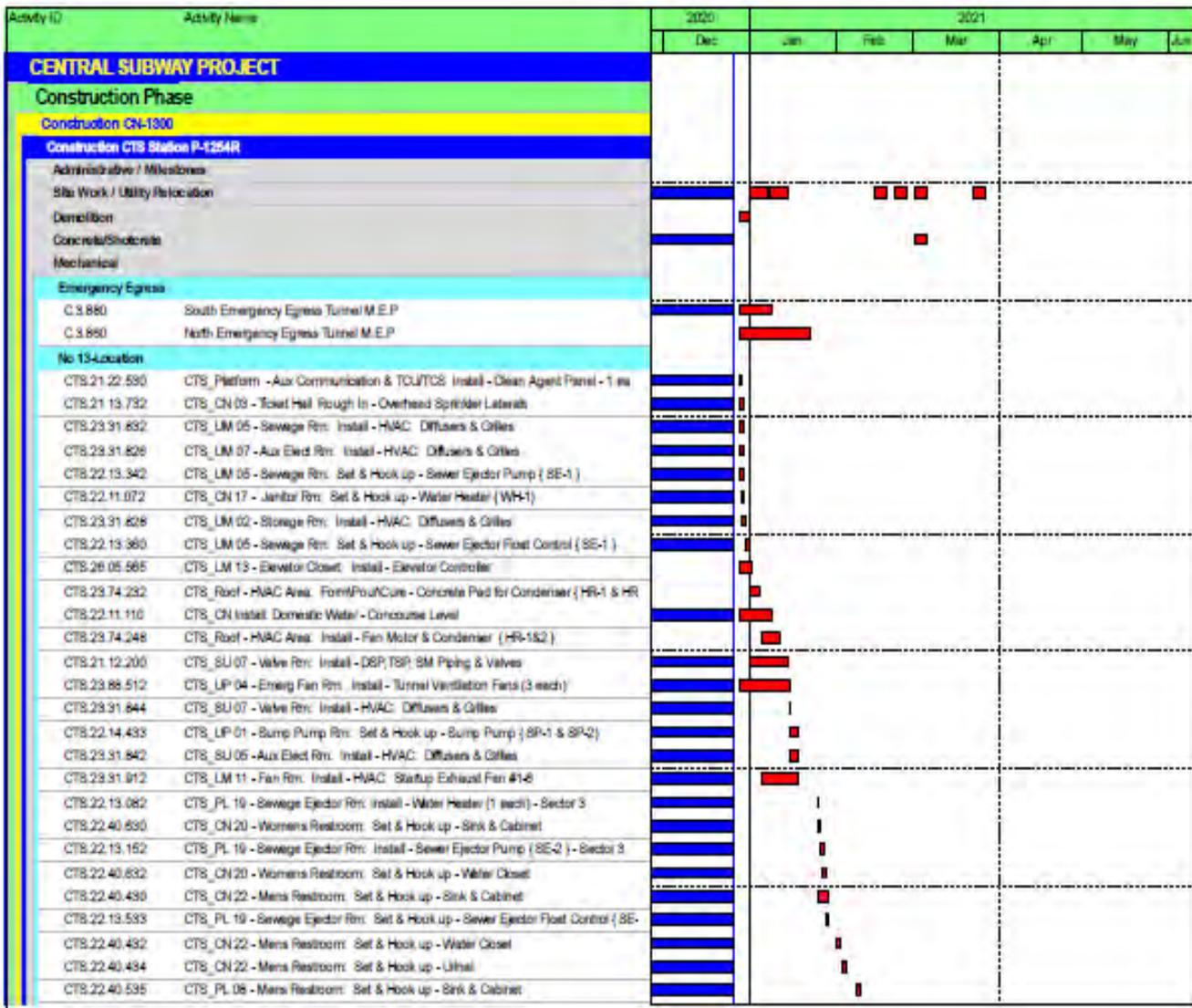
Station Construction Progress Section



Chinatown Station Construction Status - Continued

Contract Details		Budget/Expenditures	
Contract Awarded:	May 21, 2013	Current Budget	\$269,185,704
Notice to Proceed:	June 17, 2013	Other Project Offset Credits	\$7,256,680
Substantial Completion:	Spring 2021	Expenditures to Date	\$29,1778,038
Contract Award Value:	\$247,567,810		
Modifications to Date (\$):	\$62,581,923		
Modifications to Date (Days):	1,052		
Current Contract Value:	\$310,149,733		

CTS Three Month Schedule



Union Square/Market Street Station

Contract 1300 Work Package 1253

Description of Work

This Work Package is to construct one subway station and perform related street work. Includes station finishes, AC and DC traction power, substations elevators, escalators, lighting, emergency ventilation fans, HVAC fire alarm/ suppression/ protection, slurry wall top-down construction, settlement monitoring, building protection, PA, CCTV, signage, installation of fare collection equipment and station start-up and commissioning. This work package also involves reconstruction Street work which includes Geary St, O'Farrell St, Ellis Street and Stockton street from Post Street to the intersection of 4th / Ellis St / Market St.

Current Status This Month

Continued construction, installation and testing of the following items at -

- Completed Terrazzo work at Stair #6.
- Started Installation of OCS brackets at Platform level.
- Continued Pulling fiber for SFDT Installation.
- Completed Installing Area of Refuge Fixtures.
- Completed Installation of Data, Phone at North Entrance.
- Continued working on Station Agent Booth.
- Continued Installation of Power and Data Outlets at Ellis Entrance.
- Completed Installation of Terrazzo at Stair #1.
- Completed Installation of EV-Fans in Air-Flow Sensor Wire.
- Completed Installation of the Glazed Wall System on Platform Level.
- Continued Installation of Fire Alarm BPS and Deluge System at South Electrical Room.
- Completed Installation of Crystalized Glass Panels at street level entrance and Ellis street entrance.



- Continued Installation of cables for Artwork at Concourse Level (Gizmo).
- Completed Installation of guard Rails near EV Dampers.
- Continued landscaping street level area at Stockton street.

Work Expected Next Month

Continued construction, installation and testing of the following items at -

- Continue working on Station Agent Booth (install glass, counters and electrical work).
- Continue Installation of cables for Artwork at Concourse Level (Gizmo).
- Continue Installation of Fire Alarm and FHCs.
- Continued Installation of OCS brackets at Platform level.
- Continued Pulling fiber for SFDT Installation.
- Continued Installing Area of Refuge Fixtures.
- Start Painting Traction Power Conduits at Platform level.

Union Square/Market Street Station

Contract 1300 Work Package 1253

Three Month Look Ahead

Completion of the following:

- All structural concrete work.
- Stairs, elevators and escalators.
- Ceiling panels.
- Emergency lighting at tunnel tie-in on platform level.
- CCTV/Communication at tunnel tie-in on platform level.
- Station Agent Booth.
- Application of Anti-graffiti.

Continued construction / begin installation and testing of the following:

- Fireproofing.
- Terrazzo flooring and stairs.
- Glass wall panels.
- Artwork on Concourse level.
- Light fixtures and controls at Ellis Entrance.
- Fire Alarm/ PA/ Security System.
- Overhead plumbing, fire protection piping and overhead fixture and electrical.
- Frames and pressurized doors at intermediate strut level.
- Access controls.
- HVAC and EV startup and testing.
- Power and Lighting startup and testing.
- Fire Alarm /PA / Security System startup and testing.
- Permanent PG&E historic streetlights at O'Farrell and Stockton Street.
- Traffic cabinets.
- OCS Installation.
- Installation of traction conduits.

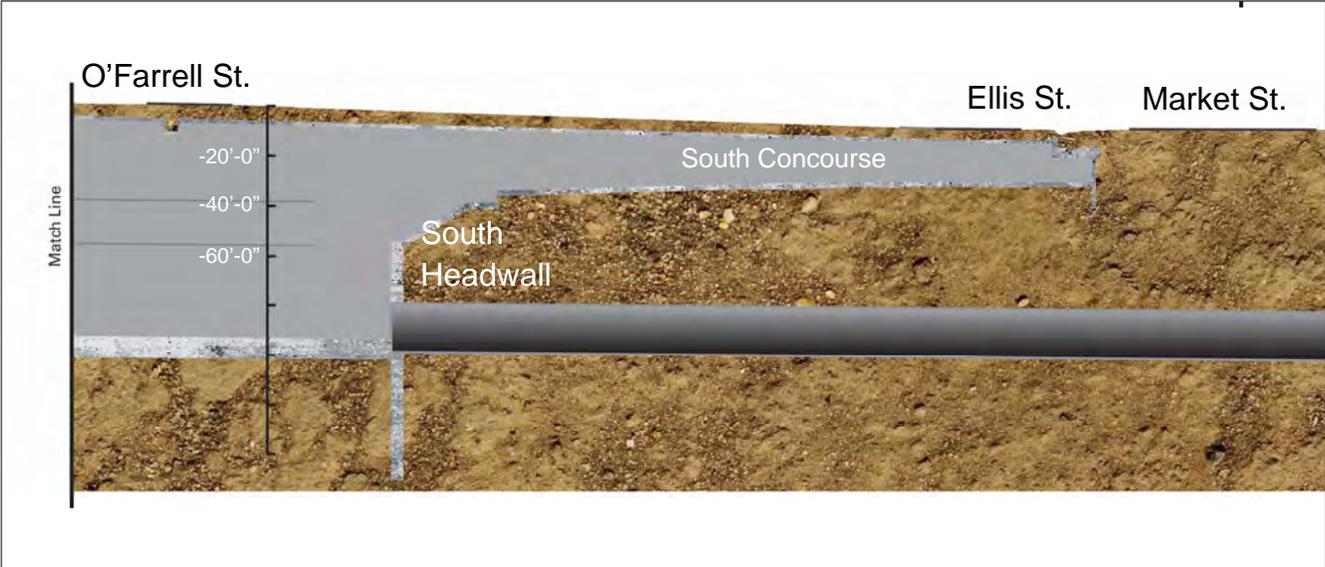
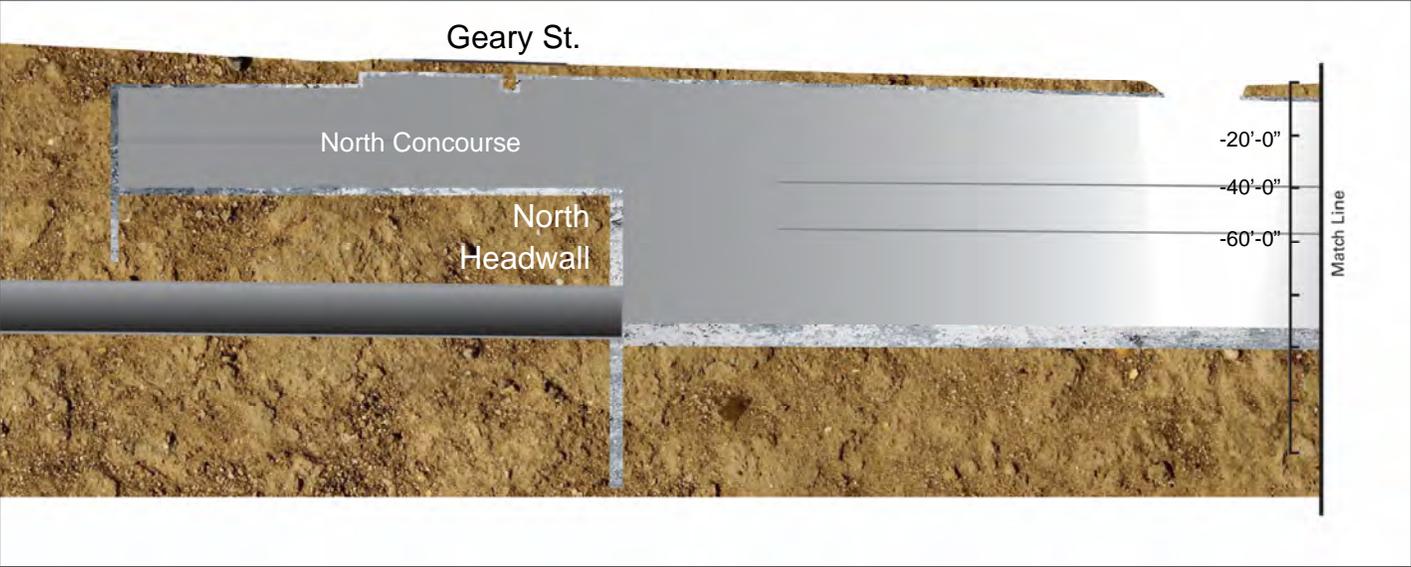


View down the concourse at Union Square Station

Station Excavation and Construction Progress Section

North

South

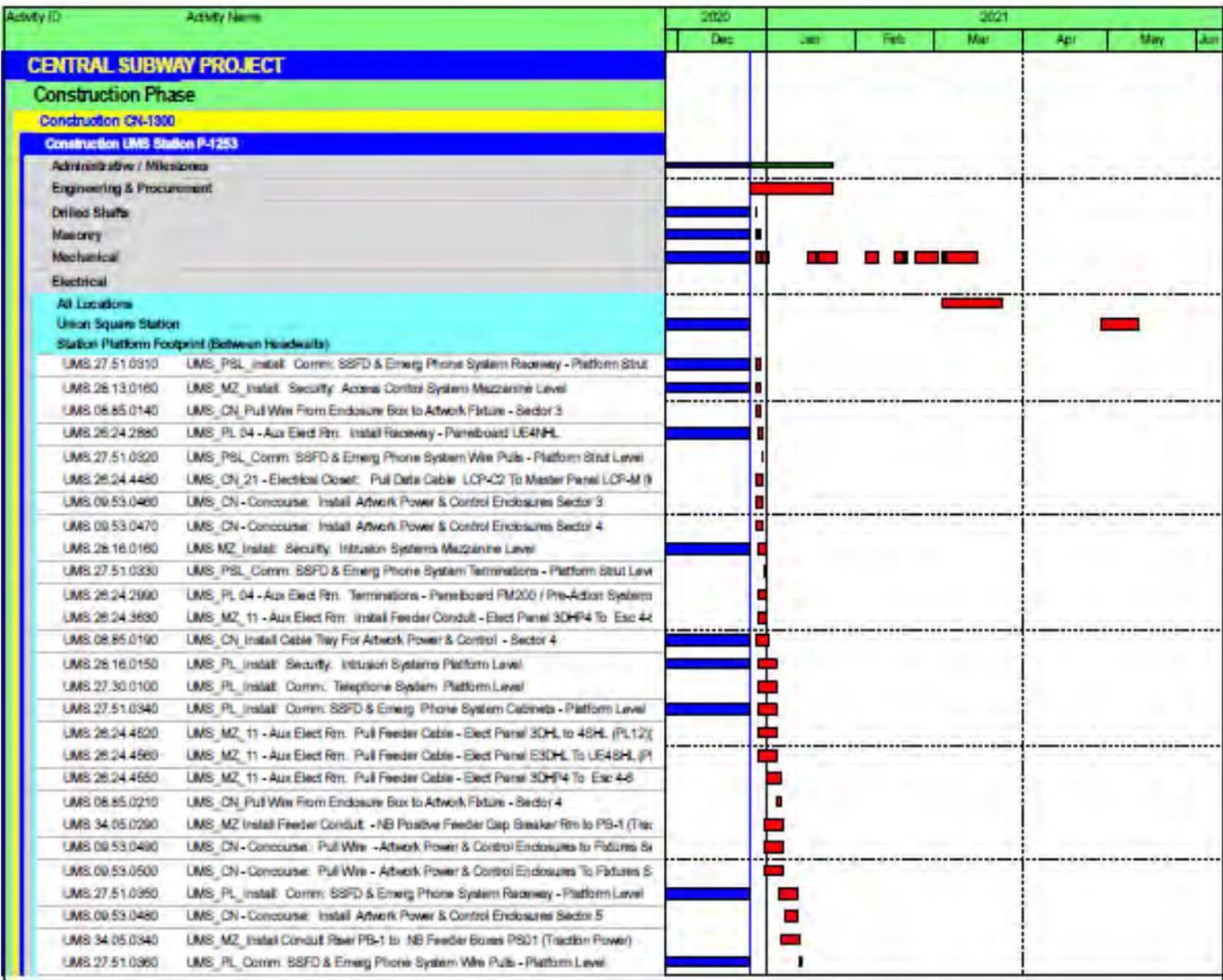


Union Square Market Street Station Construction - Continued

Contract Details	
Contract Awarded:	May 21, 2013
Notice to Proceed:	June 17, 2013
Substantial Completion:	Spring 2021
Contract Award Value:	\$294,030,590
Modifications to Date (\$):	\$20,744,337
Modifications to Date (Days):	1,052
Current Contract Value:	\$314,774,927

Budget/Expenditures ▲	
Current Budget	\$314,030,590
Expenditures to Date	\$310,663,518

UMS Three Month Schedule



Yerba Buena/Moscone Station

Contract 1300 - Work Package 1255

Description of Work

This Work Package is to construct one subway station. Includes station finishes, AC and DC Traction Power substations elevators, escalators, lighting, emergency ventilation fans, HVAC fire alarm/ suppression/ protection, slurry wall top-down construction, settlement monitoring, building protection, PA, CCTV, signage, installation of fare collection equipment and station start-up and commissioning.

Current Status

- Continued Installation of terrazzo steps at Ingress/Egress stair 7
- Continued installing doors and Hardware's
- Continued work interior finishes Concourse Levels within Station Box
- Completed interior finishes on Mezzanine
- Continued Rough in FSD's and FA-Pull fire alarm wire at platform
- Continued installation of Elevators 3 and 4
- Continued installation of Escalators 3 and 4
- Continued Installing Precast pavers at Plaza area at Surface level.
- Completed Permanent fencing at South area, at Headhouse Surface level.
- Completed Installation of roof coping and Roof fascia at Headhouse roof.
- Continued installation of Ceiling metal panels at Headhouse roof
- Continued installing Station Agent Booth
- Completed 60% FA system
- Completed Set trim and terminate devices – Test (for Receptacles and Light switches)
- Completed CU equipment connect

Work Expected Next Month

- Install Handrails at Ingress/Egress Stair 7,8 & 9
- Continue Installation of terrazzo steps at Ingress/Egress stair 7
- Complete installation of doors and Hardware's



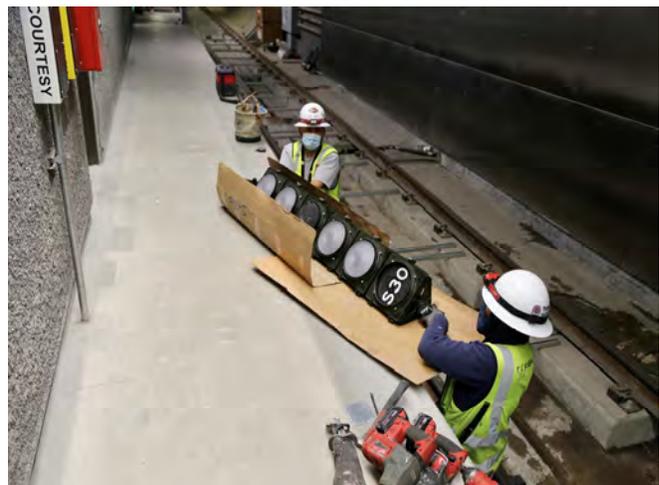
- Complete interior finishes on Concourse Levels within Station Box
- Complete Rough in FSD's and FA-Pull fire alarm wire at platform
- Complete installation of sculpture at Surface level
- Complete installation of Elevators 3 and 4
- Complete installation of Escalators 3 and 4
- Continue Installing Precast pavers at Plaza area
- Complete Installation of Ceiling metal panels at Headhouse roof.
- Align and bolt down Traction Power gear and Install bus duct at TP room.
- Complete Platform Kiosks
- Complete Station Agent Booth
- Complete Surface Plaza Area
- Complete Systems Start up and Acceptance Testing
- AT&T – Pull in wires to all building levels. Set trim and terminate devices
- Complete FA system
- Complete Set trim and terminate devices – Test

Yerba Buena/Moscone Station

Contract 1300 - Work Package 1255

Three Month Look Ahead

- Install Handrails at Ingress/Egress Stair 7,8 & 9
- Continue Installation of terrazzo steps at Ingress/Egress stair 7
- Complete installation of doors and Hardware's
- Complete interior finishes on Mezzanine & Concourse Levels within Station Box
- Complete Rough in FSD's and FA-Pull fire alarm wire at platform
- Continue installation of sculpture at Surface level
- Complete installation of Elevators and Escalators 3 and 4
- Continue Installing Precast pavers at Plaza area, Permanent fencing at South area, at Headhouse Surface level.
- Complete Installation ceiling metal panels at Headhouse roof.
- Align and bolt down Traction Power gear and Install bus duct at TP room.
- Complete Platform Kiosks
- Complete Station Agent Booth
- Complete Surface Plaza Area
- Complete Systems Start up and Acceptance testing
- AT&T – Pull in wires to all building levels. Set trim and terminate devices
- Complete FA system
- Complete Set trim and terminate devices – test



Workers putting up the signaling in the tunnel.

Station Excavation and Construction Progress Section

North

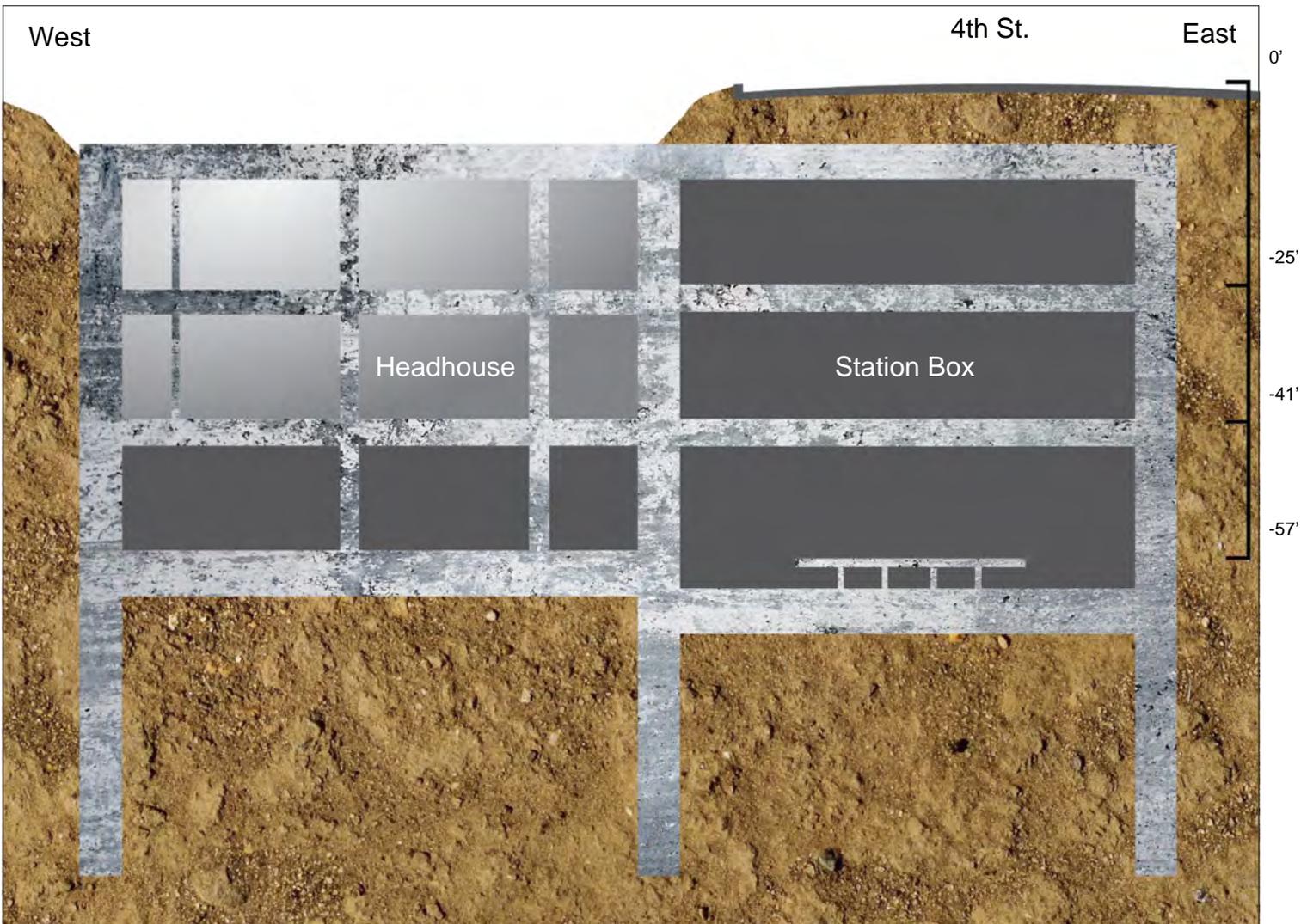
South



West

4th St.

East

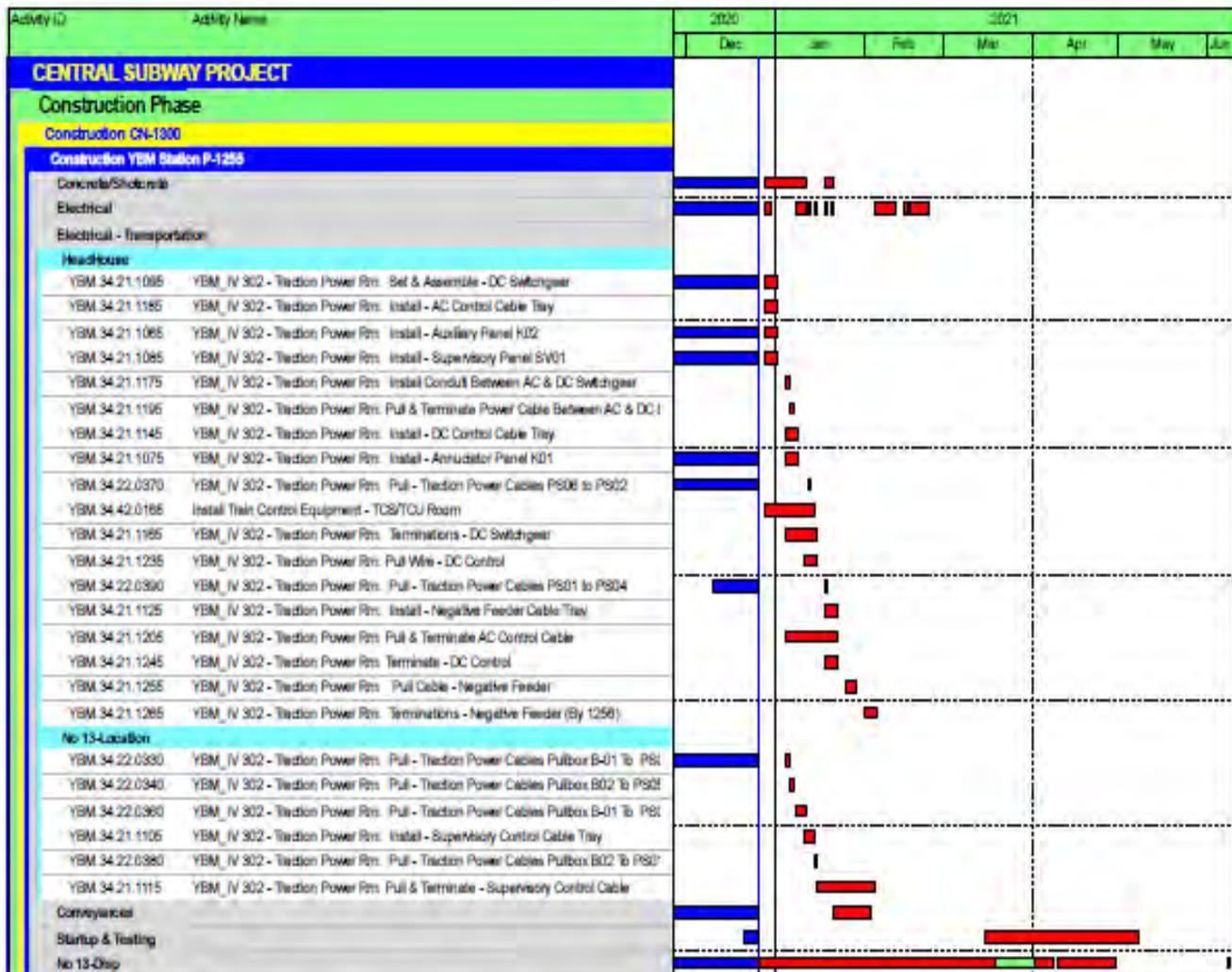


Yerba Buena Moscone Station Construction - Continued

Contract Details	
Contract Awarded:	May 21, 2013
Notice to Proceed:	June 17, 2013
Substantial Completion:	Spring 2021
Contract Award Value:	\$158,089,000
Modifications to Date (\$):	\$4,889,959
Modifications to Date (Days):	1,052
Current Contract Value:	\$162,978,959

Budget/Expenditures ▲	
Current Budget	\$173,089,000
Other Project Offset Credits	\$415,331
Expenditures to Date	\$160,126,432

YBM Three Month Schedule



Systems, Trackwork, & Surface Station

Contract 1300 - Work Package 1256

Description of Work

This Work Package is to construct one Surface Station. Includes light rail track and systems, track invert, track safety walkways; light rail track and systems constructed on the 2,000 foot surface for the alignment from the tunnel portal, south to the tie-in to the existing Muni T-Line at Fourth and King Streets; and the surface Fourth and Brannan Street (FBS) Station.

Current Status

- Continued 4th/Brannan platform construction
- Continued traction power conduit and other electrical conduit installation inside tunnel for CCTV, telephone, tunnel lighting, and tunnel electrical power
- Continued traction power cable installation, terminations, and installation of cross bonds throughout the tunnel.
- Continued OCS hanger installation and installation of OCS risers throughout the tunnel
- Continued installation of ATCS and radio system
- Continued fiber system installation

Work Expected Next Month

- Continue 4th/Brannan platform construction
- Continue surface signaling work on 4th St.
- Continue traction power conduit and other electrical conduit installation inside tunnel for CCTV, telephone, tunnel lighting, and tunnel electrical
- Continue traction power cable testing, installation and terminations
- Continue tunnel lighting, mini power, OCS hanger, ATCS, and radio system installation
- Continue fiber system installation
- Start FDC installation near 4th St. portal

Three Month Look Ahead

- Complete OCS/street light pole installation



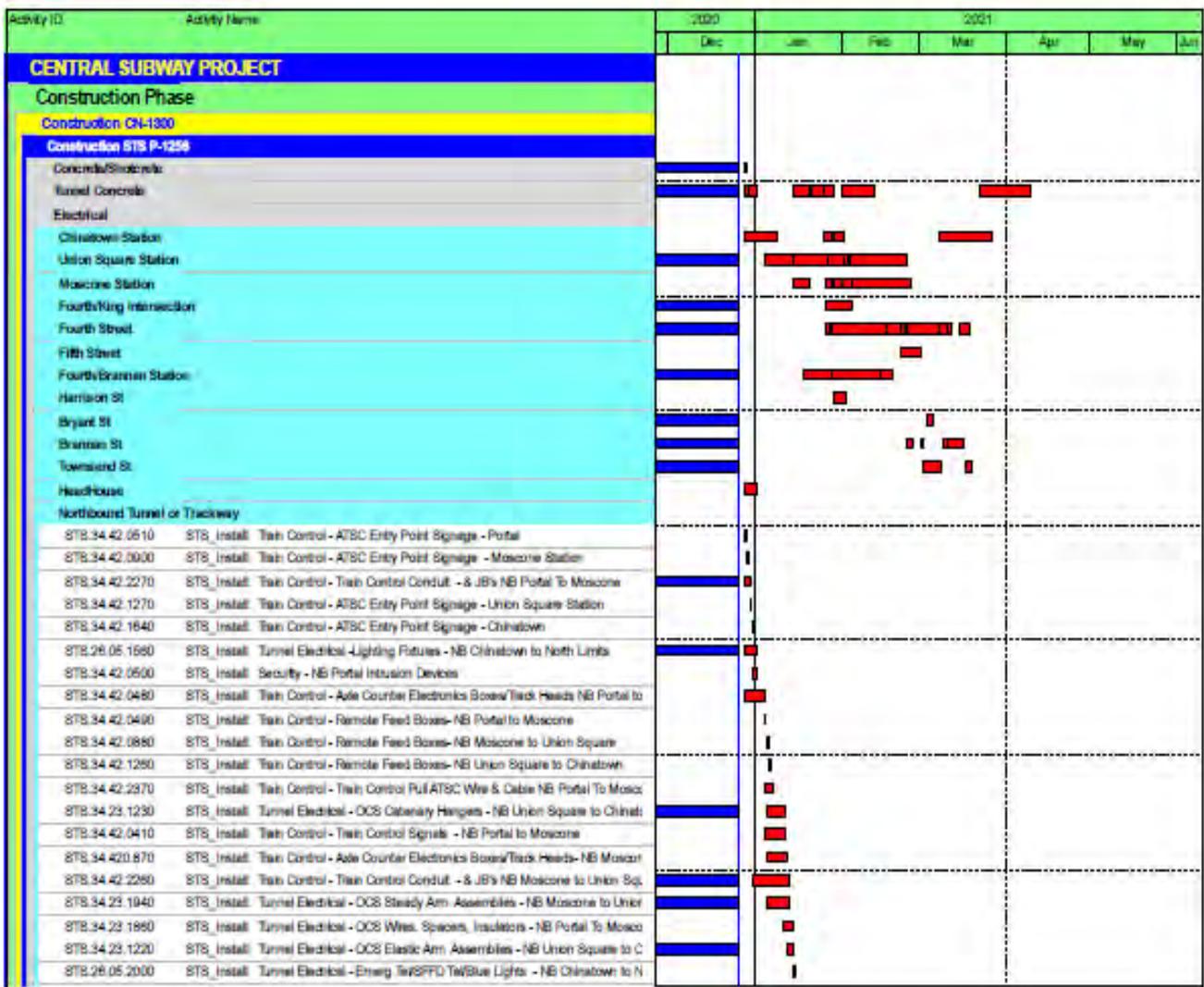
- Continue OCS support/wire installation in tunnel and on 4th Street
- Continue 4th/Brannan platform construction
- Continue surface signaling work on 4th St.
- Continue traffic signal work on 4th St.
- Continue street lighting work on 4th St.
- Start FDC installation near 4th St. portal
- Continue electrical conduit installation inside tunnel for CCTV, telephone, tunnel lighting and tunnel electrical
- Continue tunnel lighting, mini power, OCS hanger, ATCS, and radio system installation
- Continue pulling traction power feeder cables on surface
- Continue train case fabrication and testing for 4th/King and Bluxome Crossover
- Complete surface signaling to existing system at 4th/King
- Continue fiber system installation

Systems, Trackwork, & Surface Station Construction - Continued

Contract Details	
Contract Awarded:	May 21, 2013
Notice to Proceed:	June 17, 2013
Substantial Completion:	Spring 2021
Contract Award Value:	\$139,989,000
Modifications to Date (\$):	\$78,359,138
Modifications to Date (Days):	1,052
Current Contract Value:	\$218,348,138

Budget/Expenditures	
Current Budget	\$173,042,502
Other Project Offset Credits	\$2,632,766
Expenditures to Date	\$221,146,557

Systems, Track and Surface Station Three Month Schedule



Program Components

Community Outreach

Outreach public information, events and presentations for December 2020 include:

- Conducted virtual Chinatown Merchants Meeting
- Conducted virtual Chinatown Station Community Meeting
- Ongoing outreach to merchants and residents by email and social media
- Produced quarterly construction update video and other multimedia content
- Responded to constituent complaints and questions
- Preparation and dissemination of construction notices

Outreach in Support of Mitigation and Monitoring

- Team members participated in weekly teleconference meeting to address neighborhood concerns
- Weekly photo documentation of project work and editing
- Weekly construction update emails sent to list of approximately 700 residents and stakeholders

Media coverage

Central Subway Media Coverage			
Date	Title (with link to story)	Source	Reporter/Writer
12/15/2020	San Francisco Tunnel Projects Earn International Honors	Construction Equipment Guide.com	Staff writer
12/16/2020	Central Subway estimated to be 15 percent over \$1.6 billion budget	SF Examiner	Carly Graf
12/18/2020	Final bill for Central Subway could blow budget by \$130 million	SF Bay	Jerold Chinn

Quality Assurance

Project Quality Assurance provides oversight of the implementation of the SFMTA Quality Assurance Program as it is applied to the Central Subway Project. Project Quality Assurance (QA) performs surveillances, audits and provides proactive feedback to the Project team. The team consists of designers, construction management staff, resident engineers, QA inspectors, the prime construction contractor, its quality control, subcontractors and suppliers.

Stations and Systems Contract CN1300 Quality Assurance Monitoring Activities

Project Quality Assurance performs the following activities to ensure that the quality program complies with project quality requirements:

- QA observation of all work in progress for all work packages
- QA observations of QC inspection, testing and documentation by Smith Emery for all work packages
- QA observation of station construction at CTS, UMS, and YBM
- QA observation of STS invert and plinth concrete placement and track installation
- QA observation of STS rail preparation and installation
- QA review of TPC's Quality Control (QC) Daily Inspection Reports posted to project records CM13 which includes TPC's Specialty Subcontractor's QC checklists, associated documentation and Smith Emery inspection and testing reports provided by TPC's subcontractor that provides laboratory and inspection services – including special inspections required for the City of San Francisco's Department of Building Inspection (DBI) for all permitted work
- QA participation in definable feature of work preparatory and initial phase meetings as scheduled by the contractor's QC manager
- QA participation in Weekly Work Package Progress Meetings for STS, YBM, UMS and CTS
- QA participation in Monthly Project Risk Mitigation, Safety and Security, and weekly Construction Management Board (CMB) meetings as scheduling constraints allow

Document comment and review:

- QA staff reviews quality related submittals, other submittals and Requests for Information (RFIs) as needed and requested to support the RE's and CM administration of the Quality Assurance Program
- QA staff performs random checks of the Contractor's independent field inspection and testing laboratory reports and results as provided by the Contractor's testing laboratory

Contractor Non Conformance Reports (CNCR) Status as indicated in the TPC QC CNCR Log:

During this period, seven CNCRs were opened and one CNCR was closed.

- 572 CNCRS are currently posted to the CNCR Log
- 68 CNCRs are currently posted to the CNCR Log as OPEN

Quality Assurance - Continued

Notice of Non-compliance (NCN):

In the event, for whatever reason, that the Contractor neglects or refuses to generate a Contractor Non-Conformance Report, the Engineer may issue a Non-Compliance Notice to the Contractor for any detected non-compliance in the Work or portion thereof that has not been performed in accordance with the Contract Documents.

- Project QA has issued 35 NCNs

Audits:

- Previously, Project QA performed an audit of the Contractor's compliance with specified requirements for Project Coordination and Management Staff. The audit resulted in five findings and five Corrective Action Requests. These findings remain open
- During this period, Project QA initiated an audit of the Contractor's compliance with document control and quality records requirements for the period

QA Issues:

- The Contractor is required to provide a Quality Control (QC) Daily Inspection Report. No reports were provided during this period.
- The Contractor is required to submit a revised Quality Control Program anytime there are changes to the program. In June, the Contractor was asked to submit a revised plan. The Contractor has not submitted a revision.
- The Contractor does not currently have the required number of QC staff. Four (4) full-time Assistant Contractor Quality Managers are required by Contract. Currently there are three vacancies
- The Contractor does not have a QC manager on the site at all times during construction as required by contract
- The Contractor continues to perform work in some instances prior to receipt of approved required submittals (including product information, coordination and shop drawings) and RFIs with or without knowledge of the Contractor's QC or responsible production supervision. This presents potential risk.

QA Concerns:

- The Contractor continues to furnish and install nonconforming OCS support brackets and hangers which do not meet certification and inspection requirements.
- The contractor continues to furnish and install OCS poles without meeting prerequisite certification requirements. Project QA issued STS NCN 003. The Contractor has not responded to the NCN
- The Contractor continues to VOID CNCRs without demonstrating that the work meets Contract requirements
- The Contractor is not identifying all nonconforming work as required by contract
- The Contractor continues to perform CNCR repairs prior to receiving approval of the proposed repair procedures
- The untimely identification and mitigation (SFMTA approval) of "last minute items" remains an ongoing challenge to all involved and often generates nonconforming work. Project quali-

Quality Assurance - Continued

ty has not suffered to date; however the aforementioned concern remains

- Project schedule compression demands disrupting RE, design staff priorities, and work flows as mentioned above; quality has not suffered but the concern remains

Program QA Practices Implemented:

- Close-out of Corrective Action Requests: Close outs continued as required from Quality Assurance staff's audits, surveillances and PMOC quarterly reviews. The status is tracked in the Corrective Action Log that is available to the project team and the FTA PMOC
- Project QA continues to hold weekly meetings with the Resident Engineers, Assistant Resident Engineers, and QA inspectors of all stations to review project quality assurance procedures and requirements and to discuss contractor quality control requirements

Risk Management

Risk Mitigation Management Meeting took place on Tuesday, December 1, 2020. Members of the Risk Assessment Committee reviewed the top risk items in accordance with the risk summary sheet, which has been given a rating by the Committee of six and above. The Committee continues to discuss impacts of COVID to construction efficiency and impact to the schedule.

COVID related impacts to the project are continually being monitored and updated by the risk owner under risk #265. Currently, thirty-five (35) construction risks, two (2) revenue service risk and one (1) remaining requirement risk, are being tracked on the Project's Risk Register; in addition to, establishing strategies for mitigation and evaluating potential unforeseen issues or conditions.

The Committee continues to follow risks and statuses updated with the use of the risk mitigation status sheets, providing monthly updates by the Risk owner to demonstrate the assigned mitigation strategy is being implemented. The program has submitted to FTA and other funding partners with a revised Full Funding Grant Agreement (FFGA) which has adjusted the Revenue Service Date (RSD) based on the analysis of the current risk, schedule, and cost. The program notified FTA at the last Quarterly meeting with revised FFGA and schedule. The program has validated the program risks and issued risk analysis as part of the request to extend the FFGA Revenue Service Date (RSD) and adjusted cost in compliance with FFGA requirements to ensure that the program has sufficient schedule and cost contingency.

Top Risks

Risk #	Risk Description	Risk Rating	Contract Location/ Phase
265	COVID-19 directly impacts progress of the work resulting in increase costs and schedule delays.	14	STA
255	Water leaks at YBM station, including water in conduits	10	YBM
251	Physical activities missing (not defined) in the schedule / identify activities of undefined scope	8	STA
257	Systems Test Integration between components does not work; fails	8	RS
205	Prolong period of CMod's creates additional cost/causes bad blood between Resident Engineer and Contractor	8	STA
253	Do not have adequate (subcontractor) resources defined to perform the work to meet schedule performance	6	STA
238	Quality Program is ineffective in processing the nonconformance items causing schedule impacts	6	STA
229	CN1300 System Acceptance Testing takes a prolonged amount of time	6	STA
230	SFMTA Commissioning Coordination (inaccurate time for coordination or participation from Muni Ops)	6	STA
261	Internal Staffing Resource Issue	6	GEN

Program Safety & Security

On March 17, 2020, the Mayor and the City's Health Office issued a Public Health Order to "Shelter-In-Place" in response to the COVID-19 pandemic. While the City continues to observe restrictions from the City's Health Office, some of these restrictions have been adjusted as the conditions get worse. The City has reissued "Shelter-In-Place" order in response to the increasing cases of infection. The Contractors have implemented a revised site Safety and security plans to incorporate various requirements of the order. Construction of the Central Subway project continues to progress and Construction Management team continues to monitor progress and to monitor the Contractor and Subcontractors compliance with the site safety plan.

The Contractor reported five additional cases in December and all quarantined personnel have followed the appropriate procedures to return to work. Of the five cases, three cases were with the contractor (Tutor Perini) and the remaining two cases were with subcontractor (Fisk). The impacted labor forces are management and electricians and the current total number of quarantined staff for the year is twenty-three. The primary impacted trade group is the electrician trade (Fisk). Safety and CM team continues to monitor these cases to ensure compliance with the Safety and Security protocols. CM team has added additional resources to monitor these cases along with others that are already identified with the project. The schedule team continues to monitor impacts to the production rate with these reported cases. The project has determined that these restrictions have impacts to the project efficiency and schedule.

The San Francisco Municipal Transportation Agency is committed to the highest practical level of safety and security standards and practices in the public transit industry. The Safety and Security Management Plan (SSMP) components are reported on below as appropriate including, Safety and Security Committee, the Fire Life Safety and Security Committee the Construction Conformance Verification and Documentation and Contractor Safety and Security.

Project Management/Construction Management (PMCM) Team

Safety bulletin boards have subjects covering the daily job briefings. Weekly safety meetings are held on a weekly basis so all staff has an opportunity to attend. In response to shelter-in place, we have transitioned the weekly in person safety meetings to interfacing online via the Microsoft teams app platform.

Safety Summary for the 1300 Stations Systems Track Construction Package

In the months of November and December, there were no safety injuries.

Table 1300 Stations Construction Safety Record

Table 1300 below summarizes the Month to Date and Project to Date for the Stations, Systems and Track Construction contractor and subcontractors.

Next Month Look Ahead

1300 Contract

1. At CTS, we continue to install overhead storm, sewer, water piping, refrigerant and fire sprinkler at Surface/Plaza levels.
2. At UMS, we continue to work on Station Agent Booth, installing cables for artwork and fire alarm.
3. At the YBM station, we continue to install doors, hardware, ceiling metal panels and pavers.
4. At the STS station, we continue traction power, fiber and other electrical conduit installation inside the tunnel.

Program Safety & Security - continued

Project Safety Record - Contract 1300

SAFETY GOALS

Through Month End December 2020

<p>OSHA Recordable Accidents, <3.4 Lost Time Cases, <1.6</p>
--

JOB TO DATE	Tutor	Subs	Total Project	Rate*
OSHA Recordable Accidents	38	8	46	2.08
Job Transfer or Restricted Duty Cases	0	0	0	0.00
Lost Time Cases	10	1	11	0.50
Total Project Incidents	48	9	57	2.58
Man Hours Worked Through M/E December 2020	2,179,467	2,240,491	4,419,958	

YEAR TO DATE (Month ,Day, Year to Month, Day, Year)	Tutor	Subs	Total Project	Rate*
OSHA Recordable Accidents	7	2	9	2.93
Job Transfer or Restricted Duty Cases	0	0	0	0.00
Lost Time Cases	0	0	0	0.00
Total Project Incidents	0	0	0	0.00
Man Hours Worked Through M/E December 2020	184,976	429,080	614,056	

* Rate is calculated based on number of incidents divided by total number of man hours worked multiplied by 200,000 man hours.

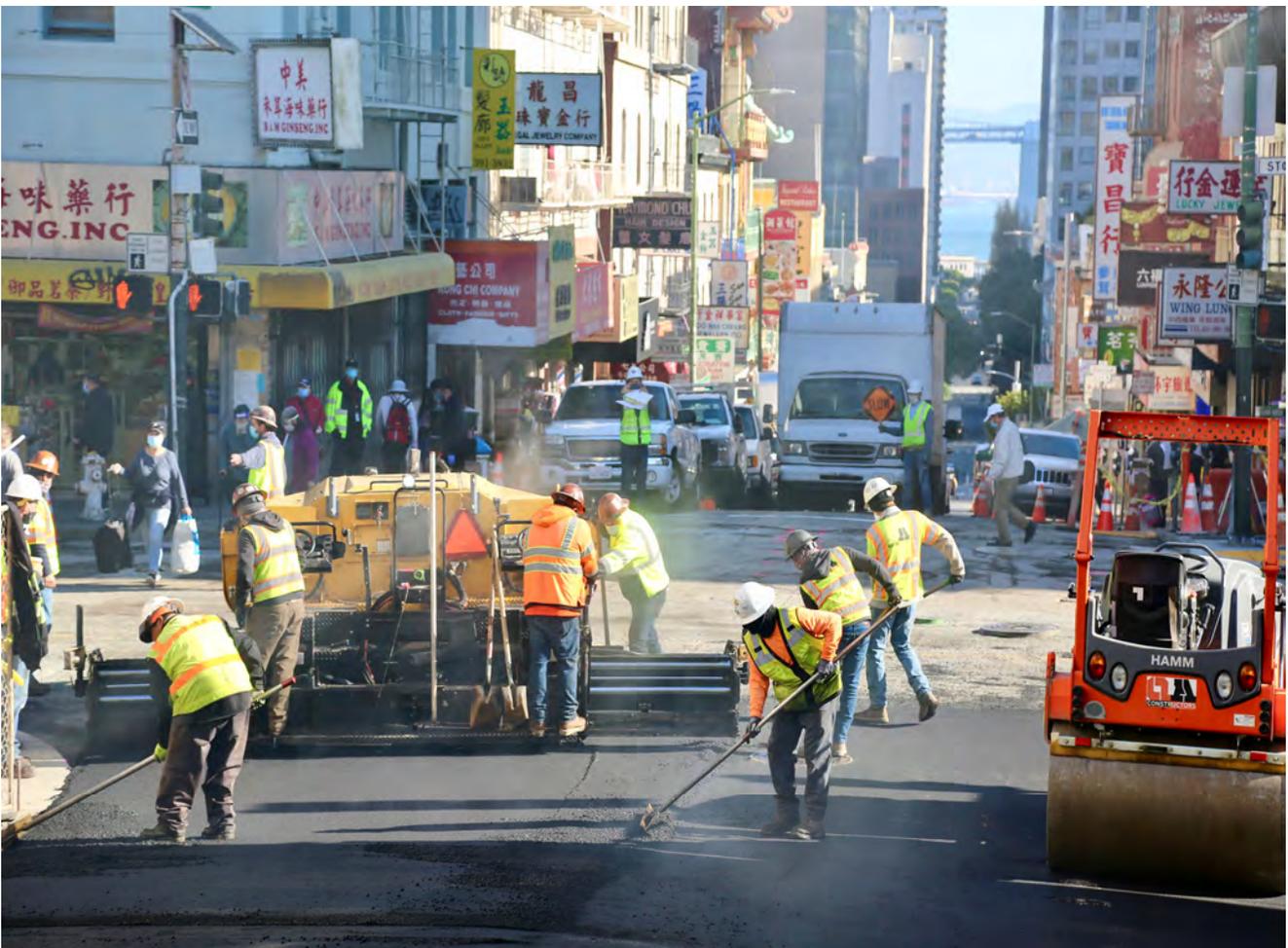
OSHA Recordable Accidents - 2008 Construction Industry Rate for Highway, Street, and Bridge Construction = 3.9

*Classifications change at a later date due to additional information becoming available, thereby, changing the numbers on the chart.

For example, what was once classified as an accident can become a first aid which leads it to no longer being recordable.

Technical Capacity

The program has added staff to Construction Management and Safety team to monitor the new requirements related to COVID. Additionally, the Program continues to identify other staff for the construction management team. These staff are needed to provide support for the current construction activities and start-Up and Testing activities. These additional staff will supplement the existing staff to properly support ongoing effort to complete the project.



Workers paving asphalt on Washington street.

Staffing

The Central Subway Staffing Table shows Planned and Actual full-time equivalent staff (FTEs) working on the Program by organizational function and responsibility.

	Oct-2020		Nov-2020		Dec-2020	
	Planned	Actual	Planned	Actual	Planned	Actual
Project Management						
Program Management	6.60	4.75	6.60	4.75	6.60	4.75
Quality Assurance	1.80	1.00	1.80	1.00	1.80	1.00
Contract Administration	1.40	7.00	1.40	7.00	1.40	7.00
Community Outreach	5.50	2.00	5.50	2.00	5.50	2.00
Finance	2.00	0.00	2.00	0.00	2.00	0.00
Project Controls	4.80	4.65	4.80	4.65	4.80	4.65
Subtotal	22.10	19.40	22.10	19.40	22.10	19.40
Construction Management						
CM - CH 1252	0.00	0.00	0.00	0.00	0.00	0.00
CM - CH 1300	21.55	37.10	21.55	41.10	21.55	41.10
Design Support - CH 1252	0.00	0.00	0.00	0.00	0.00	0.00
Design Support - CH 1300	9.00	13.00	9.00	13.00	9.00	13.00
Subtotal	30.55	50.10	30.55	54.10	30.55	54.10
Start Up						
Start Up / Safety & Security	5.95	4.00	5.95	4.00	5.95	4.00
Subtotal	5.95	4.00	5.95	4.00	5.95	4.00
Total	58.60	73.50	58.60	77.50	58.60	77.50

*FTE counts may change at a later date due to additional information becoming available, thereby, changing the numbers on the chart.

Third-Party Agreements

No activity in this reporting month.

LRV Procurement

SFMTA has initiated a new light rail vehicle procurement to acquire up to 260 vehicles over the next 15 years. The scope includes the design, manufacture, delivery and testing of up to 260 light rail vehicles together with associated services, spare parts, special tools, training and documentation. This includes an initial delivery of 24 cars, scheduled for delivery from 2017 - 2018 to supplement the fleet when the SFMTA's Third Street Phase 2 - Central Subway Project extension opens.

The delivery of 24 vehicles related to Central Subway has been completed.



Workers reading plans inside CTS making sure that everything is being installed correctly

central T subway

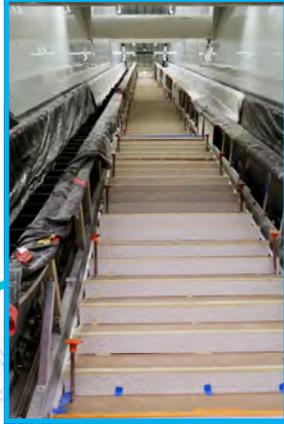
Current Construction Activity



Chinatown (CTS)



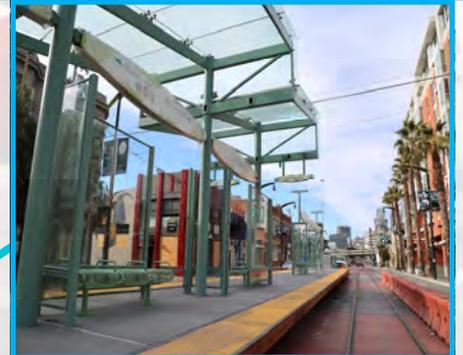
Union Square/Market Street (UMS)



Yerba Buena/Moscone (YBM)



4th St. Surface Track, Systems (STS)



Placeholder image until a real photo is available





Electricians working on the ceiling wiring at CTS

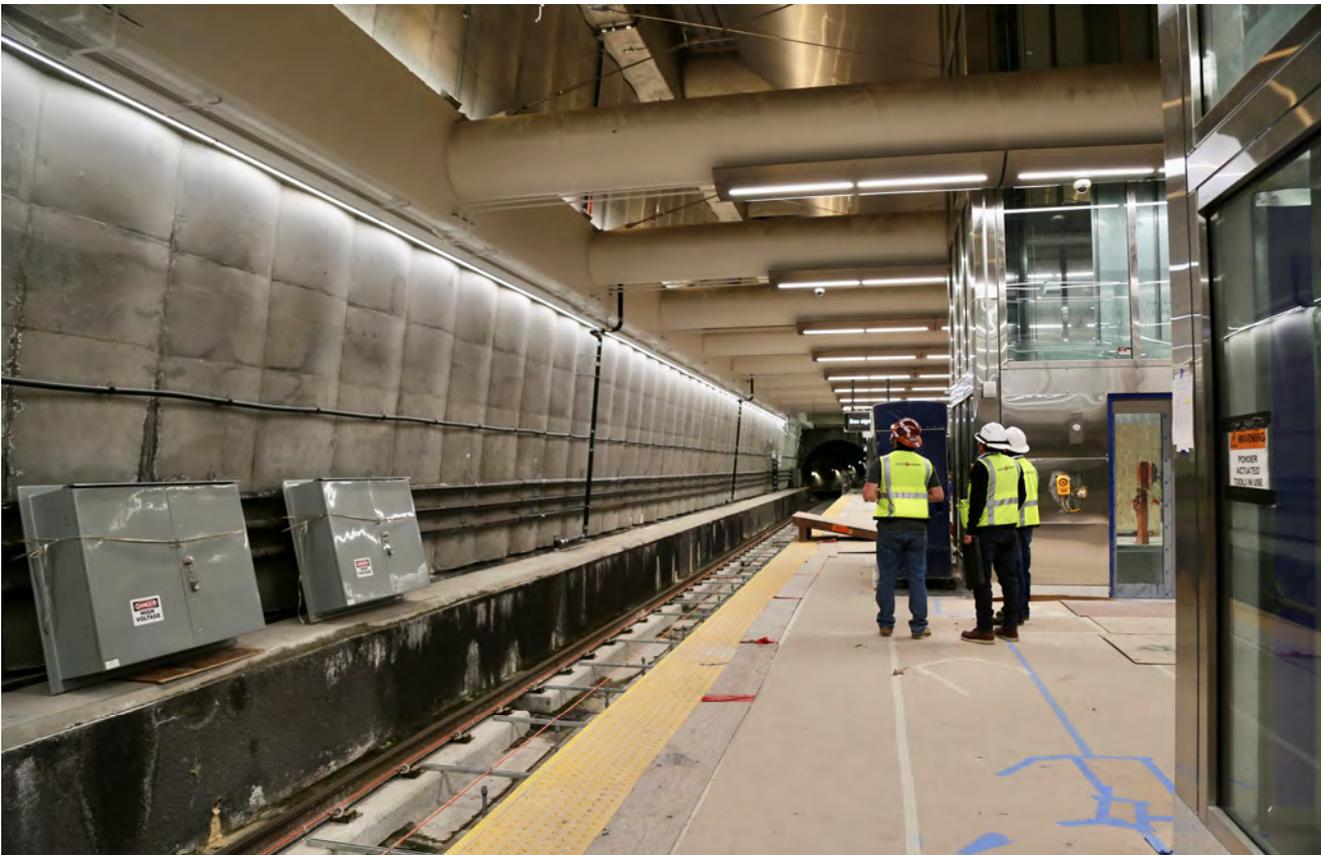


Terrazzo staircase being installed at CTS

UMS



View of the concourse walkway at Union Square Station



Platform level at UMS



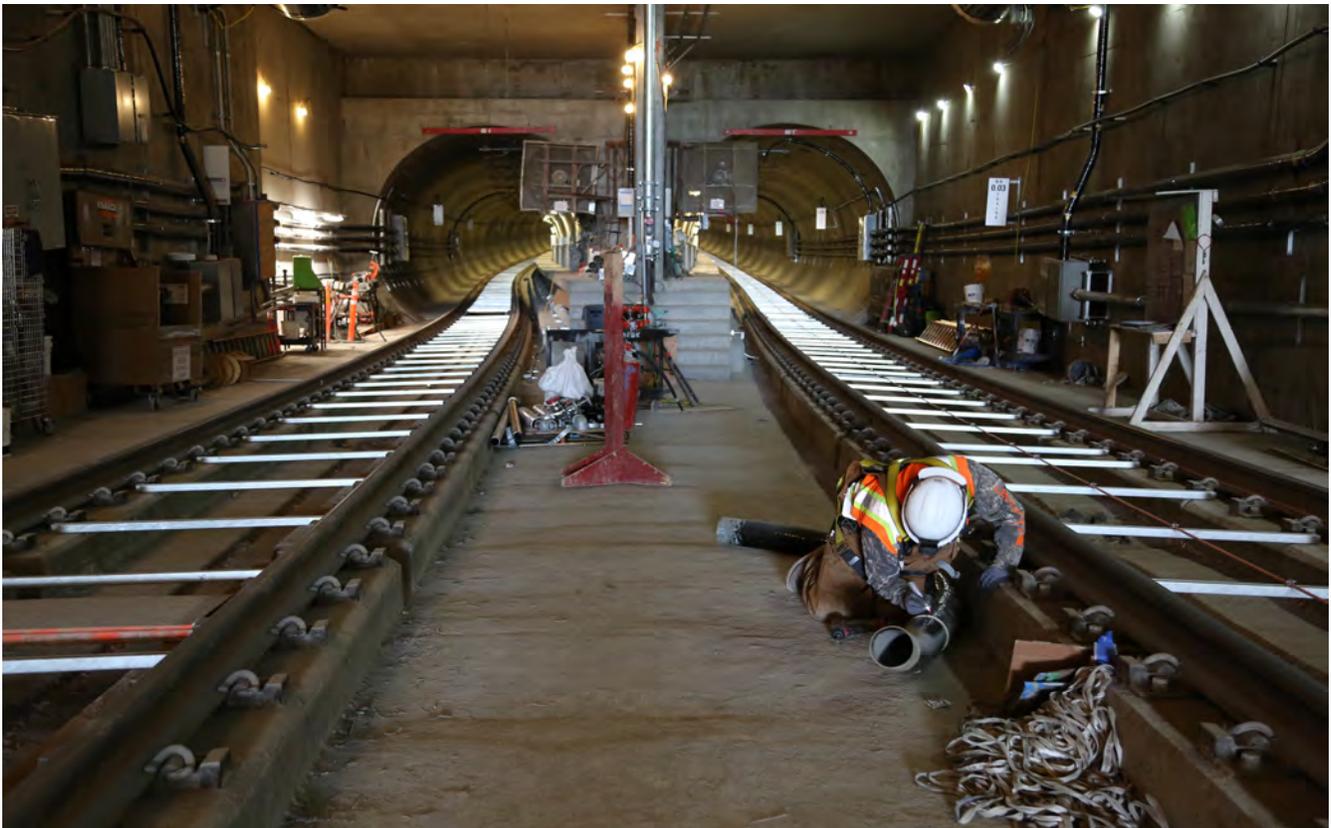
Inside the agent booth at the YBM station



View of the surface station at YBM



Workers painting the railing at a surface station along 4th



View of inside the portal

Appendix A

DETAIL COST REPORTS

*December 2020 Notice: The City continues to experience problems that were caused by error and inaccuracy from the transition from FAMIS to Financial System Project (FSP). An updated methodology has been implemented within the financial reporting that will provide more accurate figures for transactions occurring in fiscal year 2021.

1. PROJECT COST

The revised Cost Estimate (CCE) for the Central Subway Project is \$1.665 billion in year of expenditure dollars (\$YOE). The project is working with our funding partners to address the current funding shortfall. Currently, the project estimates the Estimate at Completion (EAC) to be \$1.793B or \$215M above the original budget of \$1.578B. These revised estimates have been shared with our board. Based on the additional funding requirement, the project has received additional \$87M from capital contingency funds. The project will continue to work with Finance and Grants to secure these additional \$128M which will come from redirecting flexible funds from other funded capital projects that are delayed and have alternate cash flow. EAC has been adjusted as additional cost related to claim settlements, contract modifications and delayed cost due to the current pandemic are identified. As the EAC is revised and the funds are identified, the team will update the various cost sheets to reflect the revised budget and EAC along with any impacted appendix. The team anticipates that this will take several reporting cycles to adjust as the update are delayed by one month based on the report. The team continues to work with SFMTA Finance and Grants to book funds as they are identified and become available to the program.

Total net incurred costs for the project are \$1,684.36 million, a \$10.04 million increase over last month. The cost to date figure reflects expenditures through FAMIS 786 Report (\$1,610.11 million) plus the utilities joint trench Form B Reimbursement payment (\$12.51 million), invoices currently being processed (\$60.63 million) and estimates of outstanding pay requests (\$1.14 million). The revised total project budget has is \$1.665 billion due to additional local funds received.

The current funding level to date has already been fully met which includes excess local funds consisting of Operating funds of \$63,679,086 appropriated in October 2020 . The original total project budget of \$1.578 billion has already completed its original funding of the program in July 2020. The project team will continue to work with our financial partners to ensure that impacts to the project are minimized and the additional funds are secured.

CONTRACT	PP PERIOD		PROG PYMT
	PP NO	TO	AMOUNT
CS155.1*	70	6/30/2016	\$ 24,327.00
CS155.1*	71	9/30/2016	\$ 65,000.00
CS155.1*	72	12/30/2016	\$ 50,000.00
CS155.1*	73	3/31/2017	\$ 35,282.00
CS155.2	128	10/31/2020	\$ 411,946.36
CS155.2*	129	11/30/2020	\$ 411,946.36
CS155.2*	130	12/31/2020	\$ 411,946.36
CS155.3	126	9/30/2020	\$ 209,388.10
CS155.3*	127	10/31/2020	\$ 209,388.10
CS155.3*	128	11/30/2020	\$ 209,388.10

CONTRACT	PP PERIOD		PROG PYMT
	PP NO	TO	AMOUNT
CS155.3*	129	12/31/2020	\$ 209,388.10
CN1300	86	11/30/2020	\$ 36,346,504.53
CN1300	87	12/31/2020	\$ 19,833,627.45
CS149	139	6/30/2020	\$ 1,466,252.17
CS149	140	7/31/2020	\$ 1,118,012.33
CS149	141	8/31/2020	\$ 1,244,148.56
CS149*	142	9/30/2020	\$ 1,520,000.00
CS149*	143	10/31/2020	\$ 1,520,000.00
CS149*	144	11/30/2020	\$ 1,320,000.00
CS149*	145	12/31/2020	\$ 1,580,000.00
other accruals*		12/31/2020	\$ (6,422,301.38)

* Estimated Amount \$ 61,774,244.14

2. CONTINGENCY ALLOCATIONS AND USAGE

The Contingency Drawdown Curve is shown in Report 7.3. Follows by Report 7.4 Contingency Management Trend Report with the Remaining Contingency after Approved Changes Deducted contingency items in column “i”.

In this reporting period, CN1300 Station processed two contract modifications. One dummy contract modification was created as a holding account to reconcile \$16,530,003 in costs that could not be associated with bid items and/or contract modifications. Refer to Report 7.5 for approved contract modifications and potential changes.

3. BUDGET TRANSFERS

CN1300 Station processed two contract modifications. A total cost of \$20,014,408, \$18,684,405 from SCC 50 and \$1,330,003 from SCC 20 was used to re-align SCC 40 category. There is a net budget transfer of \$0 in this reporting period due to the further drill down of SCC 10-50 categories; allocated contingency is in SCC 20 category. When a contract modification is processed, the funds are drawn from allocated contingency. Refer to Report 7.7 Column C for budget transfers.

4. FORM B

The Utilities Joint Trench Form B Details is listed in the Table A2 below. Total utilities joint trench Form B Reimbursement payment to three construction contracts is \$12.51 million.

TABLE A2: UTILITIES JOINT TRENCH FORM B DETAILS	[A] Mar 2015 BUDGET	[B] EXPENDED TO DATE	Associated Cost Account
1.3.491.07.040.02 - FORM B - CN1250 UTILITY REIMBURSEMENT	(2,275,419)	2,463,325	1.3.081.07.040.02 - 1UTL:SITWORK: UTILITIES & RELOC
1.3.491.08.040.02 - FORM B - CN1251 UTILITY REIMBURSEMENT	(7,618,412)	3,608,217	1.3.082.08.040.02 - 2UTL:SITWORK:UTILITIES&RELOCATE
1.3.491.02.040.02 - FORM B - CN1252 UTILITY REIMBURSEMENT	(254,050)	3,975,656	1.3.083.02.040.02 - TUNN:Sitework:Utilities & Relocate
1.3.491.04.040.02 - FORM B - CTS: CN1300 UTILITY REIMBURSEMENT	(451,703)	443,046	1.3.085.04.040.02 - CTS.1254: SITE UTILITIES, UTILITY RELOCA
1.3.491.09.040.02 - FORM B - STS: CN1300 UTILITY REIMBURSEMENT	(1,000,000)	1,053,691	
1.3.491.03.040.02 - FORM B - UMS: CN1300 UTILITY REIMBURSEMENT	(528,370)	467,600	1.3.084.03.040.02 - UMS.1253: SITE UTILITIES, UTILITY RELOCA
1.3.491.05.040.02 - FORM B - YBM: CN1300 UTILITY REIMBURSEMENT	(100,000)	495,879	1.3.086.05.040.02 - YBM.1255: SITE UTILITIES, UTILITY RELOCA
TOTAL	(12,227,954)	12,507,414	

5. **EARNED VALUE (EV) ANALYSIS**

In December 2020 Report, the Preliminary Earned Value Analysis reports is based on the SFMTA December Schedule Update. The Planned Value, Earned Value, Actual Cost, Percent Complete and resulting indexes as follows:

Preliminary December Earned Value

Overall Budgeted Cost:	\$1,664,487,192
Planned Value:	\$1,593,491,019
Earned Value:	\$1,481,212,749
Actual Cost:	\$1,684,357,366
Schedule Performance Index (SPI):	0.93
Cost Performance Index (CPI):	0.88
Percent Complete:	93.0%

SFMTA, EV Chart

DECEMBER 31, 2020 Update

Activity ID	Activity Name	Start	Finish	Performance % Complete	Budgeted Total Cost	Planned Value Cost (PV)	Earned Value Cost (EV)	Actual Total Cost (AC)	CPI	SPI
CENTRAL SUBWAY PROJECT										
		03-Jun-03 A	06-Mar-24	92.95%	\$1,664,687,182.95	\$1,593,491,018.89	\$1,481,212,749.25	\$1,684,357,365.58	0.88	0.93
	Preliminary Engineering Phase	03-Jun-03 A	07-Jan-10 A	100%	\$46,542,061.34	\$46,542,061.02	\$46,542,061.02	\$46,542,060.53	1.00	1.00
	Final Design	08-Jan-10 A	17-Jun-13 A	100%	\$115,075,987.10	\$115,075,987.06	\$115,075,987.06	\$114,018,448.80	1.01	1.00
	Light Rail Vehicles	15-Apr-13 A	24-Jun-21	8.25%	\$16,800,000.00	\$26,385,653.00	\$2,177,131.58	\$11,929,246.72	0.18	0.08
	Real Estate	01-Aug-08 A	15-May-15 A	100%	\$32,140,417.71	\$37,405,895.00	\$37,405,895.00	\$30,543,064.53	1.22	1.00
	Construction Phase	03-Jan-10 A	06-Jul-23	94.22%	\$1,453,126,858.00	\$1,358,561,968.32	\$1,280,011,674.59	\$1,481,324,545.00	0.86	0.94
	Construction Support and Coals	03-Jan-10 A	06-Jul-23	98.28%	\$234,784,015.00	\$199,862,849.06	\$196,420,237.32	\$221,487,339.19	0.89	0.96
	Construction Utility Contract #1- MGS & Portal CN-1250	04-Jan-10 A	23-May-11 A	100%	\$11,968,150.00	\$11,968,150.00	\$11,968,150.00	\$11,968,150.00	1.00	1.00
	Construction Utility Contract #2 - UMS CN-1251	12-Jan-11 A	15-Oct-12 A	100%	\$20,669,081.47	\$20,794,582.00	\$20,794,582.00	\$20,669,081.47	1.01	1.00
	Construction Tunnels CN-1252	08-Jun-11 A	28-Dec-20	93.05%	\$233,511,253.03	\$251,068,047.23	\$233,608,974.28	\$233,511,253.34	1.00	0.93
	Construction STS P-1256-ATCS	20-May-14 A	18-Jun-21	53.87%	\$18,036,709.00	\$18,036,709.00	\$9,715,504.32	\$9,942,078.00	0.98	0.54
	Construction STS P-XXXX Radio	27-Aug-19 A	16-Apr-21	0.8%	\$4,809,852.50	\$4,841,950.49	\$38,735.60	\$32,098.00	1.21	0.01
	Construction CH-1300	03-Jun-13 A	05-Sep-21	94.77%	\$829,347,797.00	\$851,988,678.54	\$807,465,491.06	\$883,714,545.00	0.82	0.95
	Unallocated Contingency	28-Dec-20	30-Mar-22	0%	\$1,001,868.80	\$9,519,456.49	\$0.00	\$0.00	0.00	0.00
	Project Management	31-Mar-22	06-Mar-24	0%	\$0.00	\$0.00	\$0.00	\$0.00	0.00	0.00

Earned Value Analysis and Definitions

SPI is a measure of schedule efficiency on a project. It is the ratio of earned value (EV) to planned value (PV). A SPI equal to or greater than one indicates more work was completed than planned and a value of less than one indicates less work was completed than planned. A value of less than 0.9 is unfavorable.

CPI is a measure of cost efficiency on a project. It is the ratio of earned value (EV) to actual cost value (AC). A CPI equal to or greater than one indicates a cost under run and a value of less than one indicates a cost overrun. A value of less than 0.9 is unfavorable.

The following earning rules are established for each of the phase:

Cost Element Group	Planned Value (Primavera)	Earned Value (Primavera)	Actual Cost (SFMTA Cost Accounting (SAP))
Prelim. Engineering	Expenditure Plan Level of Effort (LOE)	Equals to Planned Value (LOE)	Time Keeping; Vendor Accruals and Invoices
Final Design	Expenditure Plan Level of Effort (LOE)	Equals to Planned Value (LOE)	Time Keeping; Vendor Accruals and Invoices
Procurement	Planned Delivery Date	Actual Delivery Date	Time Keeping; Vendor Accruals and Invoices
Real Estate	Expenditure Plan Level of Effort (LOE)	Equals to Planned Value (LOE)	Time Keeping; Vendor/ Material Accruals and Invoices
Construction	Schedule of Work	% Complete* x Budget at Completion (BAC)	Vendor Accruals and Invoices
Sub-Total	Performance Measurement Baseline (PMB)	Total Earned Value	Total Actual Cost
Below the Line	+ Contingency		
Total	Approved Budget		

6. FUNDING SUMMARY

The Funding Available Table below shows the total awarded funds to date vs. the total committed funds from the Project's funding sources.

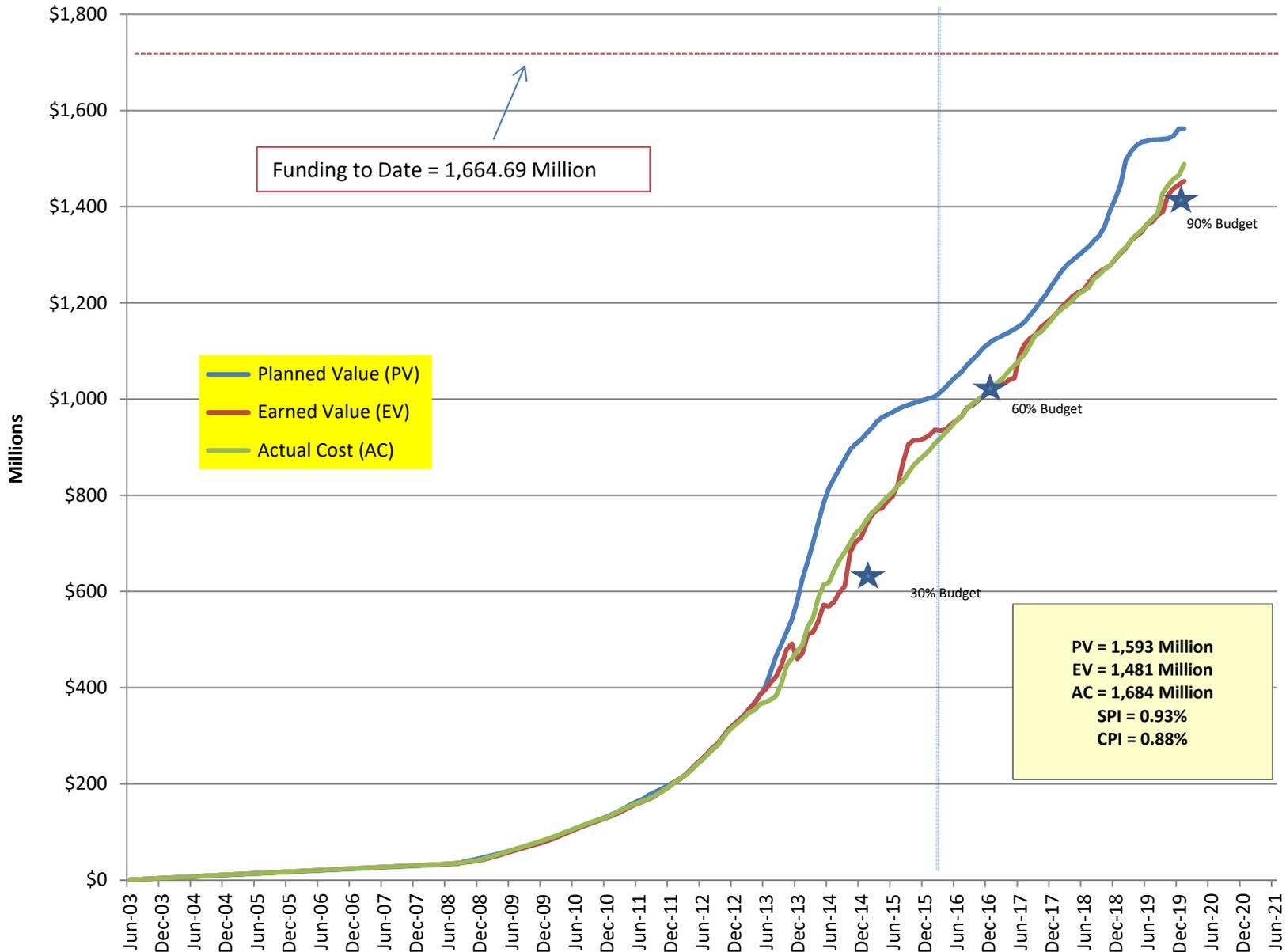
Funding Available Table		
	Funding	
	Committed Funding Sources	Total Awarded Funds to Date
Federal		
Sect. 5309-NS	\$942,200	\$942,200
Sect. 5307-OBAG	\$15,980	\$15,980
CMAQ	\$41,025	\$41,025
Federal Subtotal	\$999,205	\$999,205
State		
TCRP	\$14,000	\$14,000
State RIP	\$12,498	\$12,498
Prop. 1B (I-Bond)	\$308,601	\$312,236
PTIMSE		
Prop. 1A (HSR-Bond)	\$61,308	\$61,308
State Subtotal	\$396,407	\$400,042
Local		
LCTOP	\$4,000	\$4,000
Operating	\$4,970	\$98,957
MTA	\$0	\$475
Prop. B Pop Baseline	\$26,985	\$20,125
Prop. K	\$143,542	\$138,692
TSF Transit	\$3,191	\$3,191
Local Subtotal	\$182,688	\$265,440
CPT 544 Total	\$1,578,300	\$1,664,687

7. LIST OF COST REPORTS

- 7.1 Program Project Budget
- 7.2 Earned Value Cash Flow
- 7.3 Contingency Drawdown Curve
- 7.4 Summary Contingency Management Trend Report
- 7.5 Detail Contingency Usage Report
- 7.6 Budget Revisions: Report sorted by Construction Packages & Soft Costs
- 7.7 Project Budget & Expenditure Report: Sorted by SCC Summary
- 7.8 Budget & Expenditure Report: Sorted by SCC Details
- 7.9 Detail Monthly Expenditure Report: grouped by Project Phase
- 7.10 Cost Report Notes

A. Central Subway Project						
Project	Name	Amount	PM	Funding Source	Reporting	Cost Report Notes
1	CPT544 Central Subway Project	\$1,601,008,106	J. Funghi	62% Fed, 30% State, 8% Local	yes	1
Total:		\$1,601,008,106				
B. Related SFMTA Capital Improvement Projects						
Project	Name	Amount	PM	Funding Source	Reporting	
2	CPT690 TBM Retrieval Shaft Relocation	\$9,700,000	Funghi/Magary	MTA Operating Funds	no	2
3	CPT718 Chinatown Metro Plaza	\$6,980,000	J. Funghi	Transbay Redevelopment	no	3
4	CPT665 Central Subway Project - Goodwill	\$2,367,750	K. Magary	I-Bond Interest	no	4
5	CPT705 MOH - Broadway/Sansome	\$8,000,000	K. Magary	MTA Operating Funds	no	5
Total:		\$27,047,750				
C. Central Subway Project - Project Offset Credits						
	From	Amount	Index	Notes	Reporting	
1	2009-2016 Utility Co. - Form B Reimbursement	\$12,227,954	--	Construction contracts	yes	6
2	2017-2019 PG&E - Power Feed Reimbursement	\$7,624,540	--	Not yet bill PG&E	yes	7
3	6/26/2013 BART Elevator	\$90,000	68CPT544135B	Not yet rec'd BART Funds	yes	8
4	11/6/2013 Tutor Perini - CAD Files	\$2,500	68CPT5441236	Deposit to Design Index	yes	9
5	1/27/2014 SFPUC - Sewer Main	\$2,925,296	68W251	Certified in Contract 1300	yes	10
6	8/27/2014 SFMTA Traffic Effectiveness Project funded	\$694,651	68W324/686D42	Contract 1252 CMod #40	yes	11
7	9/27/2014 SFPUC - 24" Water Main	\$328,860	68CPT544135A	Contract 1252 CMod #41	yes	12
8	2/15/2015 Chinatown Plaza Construction Estimate	\$75,000	68CPT7181341	Contract 1300 CMod #6	yes	13
9	3/27/2015 SFPUC - 24" Water Main Additional Work Support for North Beach Restoration, OCS and	\$112,102	68W409	Contract 1252 CMod #48	yes	14
10	3/15/2016 Streetlighting	\$155,468	68T7373342D2/D3	Contract 1252 CMod #51	yes	15
11	6/27/2016 DPW - MOU for Water Line above YBM Station SFWD - 8' water line at the intersection of Fourth and	\$438,218	68W592	Contract 1300 CMod #20 Contract 1252 CMod #49 partial	yes	16
12	12/9/2016 Jessie Street	\$21,020	68W456	(\$2,102) and #60 Contract 1300 CMOD #123	yes	17
13	1/15/2020 CS-Chinatown Metro Plaza - CN1300	\$7,291,880	68CPT7181341	partial	yes	17a
Total:		\$31,987,489				

Earned Value Cash Flow Curve

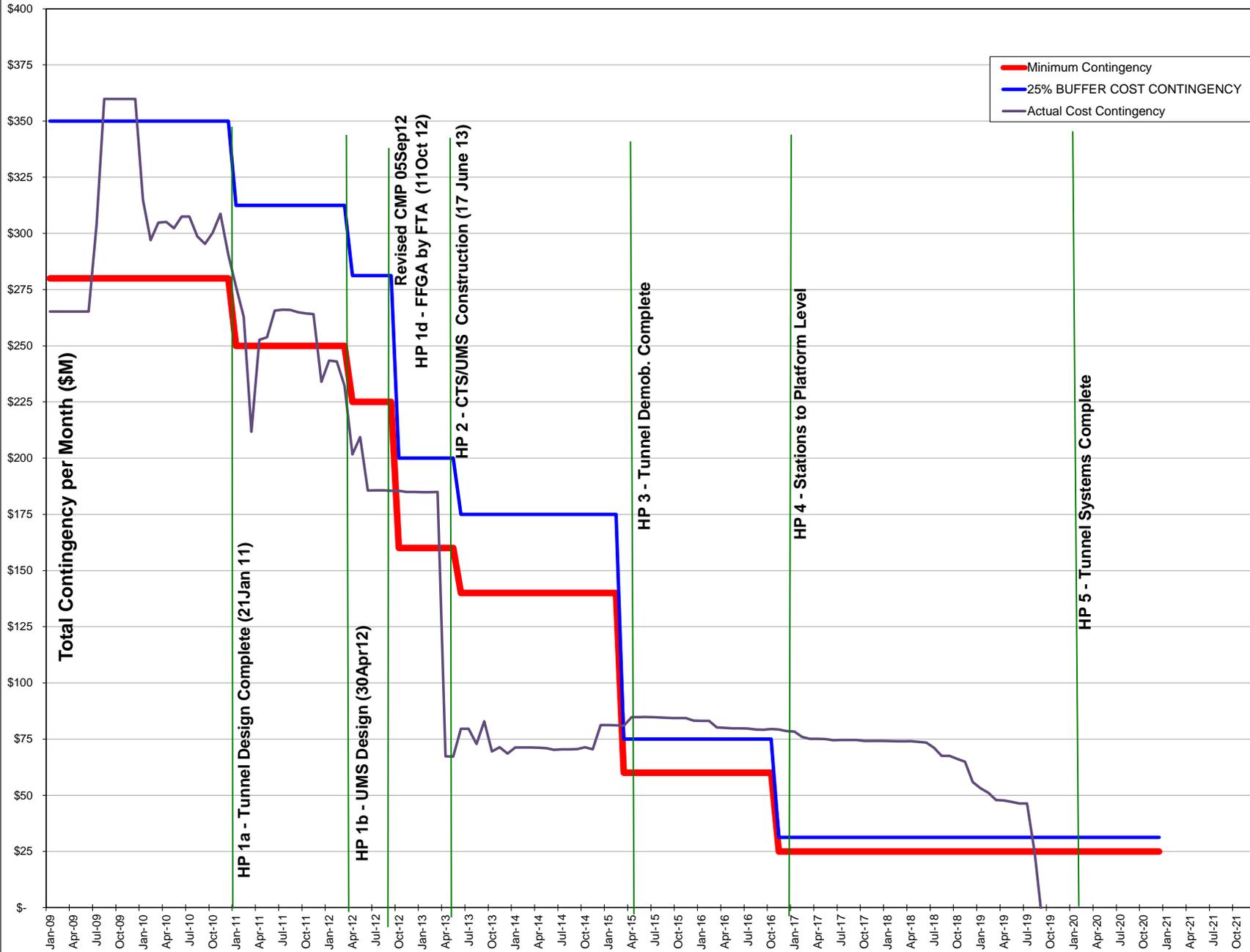


Funding to Date = 1,664.69 Million

Planned Value (PV)
Earned Value (EV)
Actual Cost (AC)

PV = 1,593 Million
EV = 1,481 Million
AC = 1,684 Million
SPI = 0.93%
CPI = 0.88%

Cost Contingency Drawdown



COST ELEMENT	CONTRACT COST					CONTINGENCY					BUDGET	VARIANCE	Cost Report Notes
	ORIGINAL CONTRACT VALUE / September 2013 SUPPLEMENTAL BUDGET	APPROVED CHANGES	CURRENT CONTRACT VALUE	POTENTIAL CHANGES	ESTIMATE AT COMPLETION (EAC)	ORIGINAL CONTINGENCY / Sep 2013 SUPPLEMENTAL CONTINGENCY (Include CN 1250 & CN1251)	CONTINGENCY ADJUSTMENT TRANSFERS	REVISED AUTHORIZED CONTINGENCY (Include CN1250 & CN1251)	REMAINING CONTINGENCY AFTER APPROVED CHANGES DEDUCTED [h - b]	REMAINING CONTINGENCY AFTER POTENTIAL CHANGES DEDUCTED [i - d]	ORIGINAL CONTRACT VALUE + REVISED AUTHORIZED CONTINGENCY [a + h]	BUDGET - ESTIMATE AT COMPLETE [j - e]	
	a	b	c	d	e	f	g	[f + g]	i	j	j	k	
SCC 10-50 CONSTRUCTION CONTRACT PACKAGES													
1250	UTILITY RELOCATION PACKAGE #1	9,273,939	2,694,211	11,968,150		11,968,150	1,953,377	740,834	2,694,211		11,968,150		18
	Contract 1250 Department of Technology	166,756		166,756		166,756					166,756		
1251	UTILITY RELOCATION PACKAGE #2	16,832,550	3,836,531	20,669,081		20,669,081	5,367,297	(1,530,766)	3,836,531		20,669,081		19
	Contract 1251 Department of Technology	75,615		75,615		75,615					75,615		
1252	GUIDEWAY TUNNEL	233,584,015	(72,762)	233,511,253	-	233,511,253	23,658,464	(23,731,226)	(72,763)		233,511,253	(1)	20
1300	STATIONS	839,676,400	166,575,357	1,006,251,757	54,755,005	1,061,006,761	20,000,000	31,617,894	107,708,105	(58,867,252)	947,384,505	(113,622,256)	21
	1253 UNION SQUARE/MARKET ST STATION [UMS]	294,030,590	20,744,337	314,774,927	6,855,234	321,630,161	5,000,000	15,000,000	20,000,000	(744,337)	314,030,590	(7,599,571)	
	1254 CHINA TOWN STATION [CTS]	247,567,810	62,581,923	310,149,733	44,740,528	354,890,261	5,000,000	16,617,894	21,617,894	(40,964,029)	269,185,704	(85,704,557)	22
	1255 YERBA BUENA/ MOSCONE STATION [YBM]	158,089,000	4,889,959	162,978,959	2,150,769	165,129,728	5,000,000	10,000,000	15,000,000	10,110,041	173,089,000	7,959,272	
	1256 SURFACE TRACKWORK & SYSTEMS [STS]	139,989,000	78,359,138	218,348,138	1,008,474	219,356,612	5,000,000	46,090,211	51,090,211	(27,268,927)	191,079,211	(28,277,401)	
OTHER		39,923,508	24,835,304	64,758,812		64,758,812	2,056,645	1,060,000	7,958,595	(16,876,709)	47,882,103	(16,876,709)	23
	SCC 10 - 50 Construction Sub-total	1,139,532,783	197,868,641	1,337,401,424	54,755,005	1,392,156,428	53,035,782	8,156,736	122,124,679	(75,743,961)	1,261,657,462	(130,498,966)	24
SCC 60-80 SOFT COSTS PACKAGES													
60	ROW, LAND, EXISTING IMPROVEMENTS	36,511,799	(4,265,478)	32,246,321		32,246,321	1,000,000	(1,000,000)	0	0	32,246,321	0	25
70	VEHICLES	24,108,712	(7,308,712)	16,800,000		16,800,000	2,276,941	(2,276,941)	0	0	16,800,000	0	26
80	PROFESSIONAL SERVICES	310,518,041	41,105,077	351,623,118		351,623,118	18,221,079	(16,862,657)	1,358,422	1,358,422	352,981,540	1,358,422	26a
	SCC 60 - 80 Construction Sub-total	371,138,552	29,530,887	400,669,439	0	400,669,439	21,498,020	(20,139,598)	1,358,422	1,358,422	402,027,861	1,358,422	
SCC 90	UNALLOCATED CONTINGENCY						3,845,945	(2,844,076)	1,001,869	1,001,869	1,001,869	1,001,869	27
TOTAL		1,510,671,335	227,399,528	1,738,070,863	54,755,005	1,792,825,868	78,379,747	(14,826,938)	124,484,970	-	1,664,687,192	(128,138,676)	
											Total Project Budget	1,664,687,192	28
											Estimate At Completion	1,792,825,868	29
											Variance	128,138,676	30

Note #17 - Adjusted Contract 1252 Guideway Tunnel contingency "column g" to reflect construction contract modifications #20, #40, #41, #48, #51 and #60 were funded by other funding sources.

Contract Modification/Trend Log - Contract 1300 Stations

Awarded NTE Amount	839,676,400	\$1,006,251,757
Substantial Completion	Spring 2021	Spring 2021

	UMS	CTS	YBM	STS	COST REPORT NOTES
Potential Changes	6,855,234	44,740,528	2,150,769	1,008,474	31
Change Order - Pending					
CTS COR 2050 Grating at PlatformLvl		8,701			
CTS COR 2193 Top Guide Roller Syste		8,192			
CTS COR 2251 2" PVC Casings Con		0			
CTS COR 2300 Extruded Alum Shelf		0			
CTS PCC 875 Roof Gls & Art Supp Rev		0			
Job Readiness - CTS		(390,000)			
Job Readiness - STS				(140,000)	
Job Readiness - UMS	(390,000)				
Job Readiness - YBM			(140,000)		
STS COR 2266 Escalator Ultra violet				0	
STS COR 2289 Improper Rej DMI O&M T				0	
STS PCC 803 Add COVID Monitoring				143,538	
STS PCC 913 4th Brannan Water Meter				15,000	
UMS COR 1583 Absent HSS in ST DWG	298,759				
UMS PCC 394 Mezz. Corridor and Beam	539,772				
UMS PCC 650 Install SFMTA DT Cndts	166,508				
UMS PCC 842 Relocate Supply Fans at	33,943				
YBM COR 2329 Feeder P-T10-1 EP & TP			35,797		
YBM COR 915 Escala. 1-4 HVAC change			6,000		
YBM PCC 634 Stair 2 Revisions			4,796		
YBM PCC 638 Runnel gap at Escalator			50,000		
YBM PCC 905 Remove Duct Detectors			50,000		
CTS COR 1704 GEN Failure of Timely		0			
CTS COR 1966 Add'l Revision to Elev		3,955			
CTS COR 2047 Air Transfer Balance		0			
CTS COR 2058 Cntrct Dsgn Cmpln T24		0			
CTS COR 2165 Rebar at Stair 7 Slab		7,420			
CTS COR 2166 Layer of Rebar to CC A		15,123			
CTS COR 2177 GFRC-1 Support Frame C		0			
CTS COR 2206 Plaza Lvl Switchboards		0			
CTS COR 2213 Conduit & Control Wiri		52,019			
CTS COR 2270 Stair 6 Landing&Lights		0			
CTS COR 2285 Water Leaks in Headhou		0			
CTS COR 2298 Revised Framing Plaza		0			
CTS COR 2300 Extruded Alum Shelf		0			

Contract Modification/Trend Log - Contract 1300 Stations

Awarded NTE Amount
Substantial Completion

839,676,400
Spring 2021

\$1,006,251,757
Spring 2021

	UMS	CTS	YBM	STS	COST REPORT NOTES
CTS COR 2307 DLV of Artwork		0			
CTS COR 2312 Gaps at Doors SU01A &		0			
CTS COR 2326 Plaza Level Stair Rail		0			
CTS COR 2327 Ceiling Layout Confl		0			
CTS COR 2328 Upper Mezz Fire Ext		0			
CTS COR 2330 Move Concrete Wall		12,708			
CTS COR 2331 25 Increase Slab		0			
CTS COR 2336 PSC RFI# CTS-1062		46,694			
CTS COR 2346 T&M Mfg. Costs		296,583			
CTS COR 2347 Plaza Stair Curb Reinf		0			
CTS COR 2357 Change GFRC Trim Size		58,158			
CTS COR 2369 Concourse Elev, HSS		0			
CTS COR 2385 Elev Rough Opening		24,543			
CTS COR 2395 Voltage Motor O&M		0			
CTS COR 2398 GFRC Soffit		60,110			
CTS COR 2402 Furnish HSKP Pads		1,000,952			
CTS COR 2406 Network Lighting Ctrl		0			
CTS COR 2414 Changes to Ceil Grid		0			
CTS COR 2416 Rev Floor Mounting		0			
CTS COR 2421 Sta Agt. Ceiling Deck		0			
CTS COR 2433 H Beam Angle Rev		54,760			
CTS COR 2437 Road Restor. @ WA St		99,820			
CTS COR 2438 Roof Edge Detail		0			
CTS COR 2439 Rail Power Feed		0			
CTS COR 2442 F6 Light Feat.		0			
CTS COR 2447 EXP Joint Cover		0			
CTS COR 2449 Circuit Breaker Change		0			
GEN COR 1686 T&M Delay Impacts	4,967,340				
STS COR 2002 All Stations Keying Sc				0	
STS COR 2362 Doors Project Delay Im				190,372	
STS COR 2364 Radio Route to CTS Com				10,731	
STS COR 2377 Provide Mounting Detai				0	
STS COR 2378 Radio Antenna Mounting				0	
STS COR 2379 Change to Radio Cable				0	
STS COR 2380 Radio Cable Mounting D				0	
STS COR 2382 Radiating Co-axial Cab				0	
STS COR 2383 Signal Power Wiring De				7,832	
STS COR 2384 Fisk Revised Substanti				0	

Contract Modification/Trend Log - Contract 1300 Stations

Awarded NTE Amount
Substantial Completion

839,676,400
Spring 2021

\$1,006,251,757
Spring 2021

	UMS	CTS	YBM	STS	COST REPORT NOTES
STS COR 2386 Re-Route Cable at UMS				15,362	
STS COR 2387 Radiax Cable routing a				14,164	
STS COR 2388 Splice Radio Cable at				14,152	
STS COR 2389 Mounting Details for J				19,218	
STS COR 2390 Termination Details fo				6,436	
STS COR 2391 ATCS Fiber Patching PI				0	
STS COR 2392 Emergency Ventilation				0	
STS COR 2396 Facility SCADA O & M M				0	
STS COR 2397 PDS System O & M Manua				0	
STS COR 2404 EV and FCP Training PI				0	
STS COR 2407 Platform Display syste				0	
STS COR 2434 Facilitate Routing of				84,722	
STS COR 2441 SCADA PLC Cabinet Powe				0	
STS COR 2444 FSS SCADA Points Updat				0	
STS COR 428 Sewer Roof Repair Detai				32,880	
STS COR 487 Re inspection of 4th an				98,281	
UMS COR 2295 Increase Stair Nosing	14,322				
UMS COR 2325 Powell Temp Barrier Wa	0				
UMS COR 2394 Voltage Motor Ctrl	0				
UMS COR 2412 Platform Artwork	0				
UMS COR 2426 Quantity & Mounting	0				
UMS COR 2445 Traction Power Panel	0				
USG COR 275 Conn. Plaza Grid B	0				
YBM COR 2301 End of Platform Gates			0		
YBM COR 2375 Access control for eme			200,287		
YBM COR 2399 Beam and Door Conflict			23,380		
YBM COR 2400 Finish Requirement to			40,570		
YBM COR 2401 Lighting Revisions			161,777		
YBM COR 2410 Overhead Coiling Grill			57,623		
YBM COR 2419 Emergency command Post			0		
YBM COR 2428 F17 Light Fixture layo			0		
CTS COR 1810 Aluminum Roll Up Door		0			
CTS COR 1886 Specs for Alum. Comp.		0			
CTS COR 1898 Concrete Wall Rebar to		0			
CTS COR 1924 Main Power Grating		0			
CTS PCC 593 Station Benches Change		0			
STS COR 2424 SS Box and GRS Conduit				103,685	
STS PCC 504 Traffic Control Require			43,060		

Contract Modification/Trend Log - Contract 1300 Stations

Awarded NTE Amount Substantial Completion	839,676,400 Spring 2021					\$1,006,251,757 Spring 2021
	UMS	CTS	YBM	STS	COST REPORT NOTES	
STS PCC 807 Cross Passage Door Fram				50,668		
UMS COR 1753 Stair Framing Conflict	10,001					
UMS COR 1893 All Sta Martinez Steel	1,150,000					
YBM COR 390 Chip Mezzanine Headwall			60,005			
YBM PCC 748 Added FSDs in Sector 3			106,269			
YBM PCC 770 Revised Wall Panels			95,820			
Proposed Contract Change (PCC)						
CTS PCC 486Rev 1 Structural Slab Cha		38,107				
CTS PCC 548 Spot Acceleration		12,000,000				
CTS PCC 924 Access for Pipes at CMU		20,000				
CTS PCC 932 Power to Rails		10,000				
CTS PCC 937 Switchgear Anchor in TP		5,000				
CTS PCC628 Police Officer at Powell		150,000				
CTS PCC746 GFRC Framing Support		7,225				
STS Omnibus #2		30,543,097				
STS PCC 618 Mod Swoosh Arm P1 P2				9,410		
STS PCC 725 ATS for CP5 Sump Pump				32,173		
STS PCC 790 4th Street Portal Gate				150,000		
STS PCC 831 ATCS Equip Transport				49,850		
STS PCC 900 CCTV Media Converter				50,000		
STS PCC 921 OCS Dead End Revisions				50,000		
YBM PCC 817 Revise Spindle Length			10,000			
YBM PCC 889 Replace Transformer T-1			50,000			
YBM PCC 911 Anti-Static Flooring			5,000			
YBM PCC 926 Replace Disconnect			4,000			
YBM PCC 933 Lighting Revisions in M			90,000			
YBM PCC 935 Add Devices & Loc Chngs			40,000			
Approved	20,744,337	62,581,923	4,889,959	78,359,138		
Contract Modification						
CMod # 14 YBM COR 036, 078			58,526			
CMod #017 CTS CORs 001 053 & 069		54,322				
CMod #018 CTS PCC 012		60,248				
CMod #021 STS CORs 48/52/114/233/252				18,221		
CMod #025 - Various CORs			59,113			
CMod #026 YBM COR 072			84,509			
CMod #027 UMS PCC 092	0					
CMod #028 CTS PCC 017.1		97,743				
CMod #029 STS PCC 009.1					(143,668)	

Contract Modification/Trend Log - Contract 1300 Stations

Awarded NTE Amount Substantial Completion	839,676,400 Spring 2021					\$1,006,251,757 Spring 2021
	UMS	CTS	YBM	STS	COST REPORT NOTES	
CMod #033 CTS Various CORs		56,422				
CMod #034 CTS Various CORs		19,334				
CMod #035 STS PCC 077				11,147		
CMod #037 CTS Various CORs		8,886				
CMod #038 STS Various CORs				52,553		
CMod #039 UMS Various CORs	23,271					
CMod #040 YBM Analytical Soil Test			3,655			
CMod #049 STS DSC CORs				136,728		
CMod #050 STS DSC CORs				67,036		
CMod #053 STS DSC CORs				17,035		
CMod #081 Various DSC CORs & PCCs			57,886			
CMod #082 YBM COR 385			21,170			
CMod #083 YBM Various Changes			27,270			
CMod #084 YBM Various Changes			12,156			
CMod #085 YBM COR 086 Existing AT&T			156,831			
CMod #086 YBM COR 1106			1,897			
CMod #1 BART Elevator Option 1 @ Pow	90,000					
CMod #100 UMS PCC 102 Fire & Life	48,149					
CMod #102 STS PCC 410 ATCS Ext Cable				125,412		
CMod #103 UMS PCC 345 Lead Paint	221,766					
CMod #104 CTS Soil CMod Suppl CMOD19		1,621,173				
CMod #105 UMS Schedule Recovery	732,979					
CMod #106 CTS COR 1080 Acceleration		970,131				
CMod #107 YBM PCC 446 COR 1425			1,500,787			
CMod #108 STS Various Changes				50,400		
CMod #109 YBM 109 Various CORs			33,471			
CMod #11 UMS PCC 002	12,997					
CMod #110 UMS COR 251 770 779 781	118,911					
CMod #111 STS PCC 457 Traffic Signal				38,012		
CMod #112 UMS Various Changes	337,401					
CMod #113 STS Various Changes				103,369		
CMod #114 YBM Various CORs			99,028			
CMod #115 CTS Various Force Accounts		25,026				
CMod #116 UMS COR 034/CCC 004 Type B	627,081					
CMod #117 YBM Various PCCs			111,027			
CMod #123 CTS PCC 050 Chinatown Plaz		9,360,183				
CMod #124 STS Delete ARS				(4,876,785)		
CMod #125 Omnibus				18,995,027		

Contract Modification/Trend Log - Contract 1300 Stations

Awarded NTE Amount Substantial Completion	839,676,400 Spring 2021					\$1,006,251,757 Spring 2021
	UMS	CTS	YBM	STS	COST REPORT NOTES	
CMod #126 YBM Door Hardware PCC 318			1,648,534			
CMod #127 STS Office Lease				1,845,604		
CMod #128 STS Radio System Revisions				1,666,735		
CMod #13 CTS COR 006		57,707				
CMod #131 PCC 569 EVAC Fire Alarm				1,210,445		
CMod #133 CTS Frontier Temper Claims		10,382,106				
CMod #15 YBM COR 196			3,178			
CMod #16 UMS COR 184	8,261					
CMod #19 CTS COR 007, 026		2,274,225				
CMod #20 YBM PCC 047 and 45			364,562			
CMod #22 UMS PCC 045, 046	16,198					
CMod #23 UMS PCC 058	63,838					
CMod #3 CTS Work Safely Ard Power Po		25,956				
CMod #30 YBM Various CORs			334,165			
CMod #31 UMS COR 595	53,701					
CMod #32 YBM Various PCCs			92,934			
CMod #36 YBM Conflict with Waterline			14,484			
CMod #4 CTS-Force Account Change Or		130,000				
CMod #41 YBM Class 2 Conta. Material			40,250			
CMod #42 UMS Addl. Service Conduits	36,873					
CMod #44 UMS Grade 50 Steel	572,884					
CMod #46 YBM/CTS/UMS S.walk Hatches			35,489			
CMod #47 UMS Roof Deck Schedule	76,124					
CMod #48 UMS Undgrnd. Storage Tanks	97,817					
CMod #5 YBM Deletion of Comp Groutin			(1,833,869)			
CMod #51 YBM Various CORs and PCCs			24,875			
CMod #52 YBM Undgrnd. Storage Tanks			167,393			
CMod #54 UMS USG Underpinning	732,157					
CMod #55 YBM Archeological Discovery			102,734			
CMod #56 YBM Contaminated Material			106,923			
CMod #57 STS Crossover Materials				21,245		
CMod #58 STS DSC CORs				90,081		
CMod #59 CTS DSC CORs		66,592				
CMod #6 CTS Plaza Constr Supt Servi		75,000				
CMod #60 UMS USG Two Fuel Tanks	61,312					
CMod #61 YBM Various CORs			207,181			
CMod #62 UMS Wales and Waterproofing	277,714					

Contract Modification/Trend Log - Contract 1300 Stations

Awarded NTE Amount Substantial Completion	839,676,400 Spring 2021					\$1,006,251,757 Spring 2021
	UMS	CTS	YBM	STS	COST REPORT NOTES	
CMod #63 CTS DSC CORs		38,025				
CMod #64 STS DSC CORs and SFWD				52,570		
CMod #65 UMS Various CORs and PCCs	10,320					
CMod #66 STS Sewer Notching				66,949		
CMod #67 UMS Solar/Low-e Coating	23,290					
CMod #68 STS Various CORs				59,555		
CMod #69 UMS Various CORs	49,682					
CMod #70 YBM Various CORs			178,079			
CMod #71 UMS Haz and Asbestos Abate	81,907					
CMod #72 YBM COR 249. 566			74,694			
CMod #74 UMS PCC 39 12" Wtrln Reloc	336,236					
CMod #75 UMS COR 060 New 8" Wtr Line	58,672					
CMod #76 YBM COR 806 Gardril credits			(9,611)			
CMod #77 STS Various Changes				56,629		
CMod #78 STS Various DSC CORs				191,175		
CMod #79 STS PCC 014 Traffic Signal				242,427		
CMod #80 STS Add'l Work to DSCs CORs				111,701		
CMod #87 CTS Var Slurry Wall Changes		3,596,000				
CMod #88 STS Various COR Misc Work				38,346		
CMod #89 YBM CORs 390,485 & 848			85,095			
CMod #9 YBM COR 10,15,16,18,20,25			126,663			
CMod #90 CTS DRB Reimbursement		1,296,364				
CMod #91 YBM PCC 069			84,537			
CMod #92 CTS PCC 233 & 26		1,126,478				
CMod #93 STS Coordinate of ATCS Work				(18,036,709)		
CMod #94 UMS Various Changes	46,057					
CMod #95 UMS Bart Elv Opt 2 Add Cost	400,000					
CMod #96 UMS Comp Grout Quantities	775,000					
CMod #97 STS COR 322 Tunnel Cleaning				399,000		
CMod #98 YBM PCC 76 AWSS SSFM			163,113			
CMod #99 UMS Various Changes	996,584					
CMod 073 - PCC 066 PB				96,516		
CMOD 24 STS PCC 23				108,053		
CMod#119: UMS: Various Changes PCC 110, 124, 127 190, 191, 247, and 429	131,687					
CMod#120: UMS: PCC 122R1 - UMS 1 1/2 inch Drain Piping Grout Details - Dowel Support	560,280					
CMod#121: YBM: Various Changes COR 825, 1359, 1610 and PCC 320R1			142,904			
CMod#132 STS - CCC 105 Impacts of DSCs and Design Changes to Val Verde				11,800,000		

Contract Modification/Trend Log - Contract 1300 Stations

Awarded NTE Amount Substantial Completion	839,676,400 Spring 2021					\$1,006,251,757 Spring 2021
	UMS	CTS	YBM	STS	COST REPORT NOTES	
Cmod#134: STS - Omnibus 1 Settlement				29,848,737		
Cmod#135: UMS - Layne Claims	13,000,000					
CMod#7 STS FACOs 016, 017 &COR 009				80,170		
CMod#8 STS PCC 006 ATT MH, PB&Trench				225,208		
Cmod#884 UMS - Automobile Bus Acceleration - dummy	0					
Cmod#885: CTS - Communications - dummy		0				
Cmod#886: YBM - Communications - dummy			0			
Cmod#889: STS - Automobile Bus Acceleration -dummy				16,530,003		
CTS CMod #122 Schedule Delay Costs		31,240,000				
STS CMod 045 PCC 008 Tunnel Lowering				107,285		
Grand Total	27,599,571	107,322,451	7,040,728	79,367,612		

7.6 BUDGET REVISIONS: REPORT SORTED BY CONSTRUCTION PACKAGES & SOFT COSTS

Report Period: December 2020

		November 2020			December 2020				
Group by Contract & SCC	CATEGORY ITEM	November 2020 Base	November 2020 Allocated Contingency	November 2020 Base + Allocated Contingency (YOE)	December 2020 Base	December 2020 Allocated Contingency	December 2020 Base + Allocated Contingency (YOE)	BUDGET TRANSFERS [December 2020] vs. [November 2020]	Cost Report Notes
10-50	CONSTRUCTION CONTRACT PACKAGES	1,331,229,471	(74,413,957)	1,261,657,464	1,332,559,474	(75,743,960)	1,261,657,464	0	
1250	UTILITY RELOCATION PACKAGE #1	12,134,906		12,134,906	12,134,906		12,134,906	0	
	Contract 1250 Form B Credit	(2,275,419)		(2,275,419)	(2,275,419)		(2,275,419)	0	
1251	UTILITY RELOCATION PACKAGE #2	20,744,696		20,744,696	20,744,696		20,744,696	0	
	Contract 1251 Form B Credit	(7,618,412)		(7,618,412)	(7,618,412)		(7,618,412)	0	
1252	GUIDEWAY TUNNEL	233,511,253	0	233,511,253	233,511,253	0	233,511,253	0	32
	Contract 1252 Form B Credit	(254,050)		(254,050)	(254,050)		(254,050)	0	
1300	CN1300 STATIONS TOTAL	1,004,921,754	(75,573,957)	929,347,797	1,006,251,757	(76,903,960)	929,347,797	0	33
1253: UMS	UNION SQUARE/MARKET STREET STATION [UMS]	322,354,952	(8,324,362)	314,030,590	314,774,927	(744,337)	314,030,590	0	
	UMS 1253 Form B Credit	(528,370)		(528,370)	(528,370)		(528,370)	0	
1254: CTS	CHINA TOWN STATION [CTS]	317,060,516	(47,874,812)	269,185,704	310,149,733	(40,964,029)	269,185,704	0	
	CTS 1254 Form B Credit	(451,703)		(451,703)	(451,703)		(451,703)	0	
1255: YBM	YERBA BUENA/ MOSCONE STATION [YBM]	174,752,580	(1,663,579)	173,089,001	162,978,959	10,110,042	173,089,001	0	
	YBM 1255 Form B Credit	(100,000)		(100,000)	(100,000)		(100,000)	0	
1256: STS	SURFACE TRACKWORK & SYSTEMS [STS]	190,753,705	(17,711,203)	173,042,502	218,348,138	(45,305,636)	173,042,502	0	
	STS 1256 SFPUC SEWER MAIN CREDIT	(2,925,296)		(2,925,296)	(2,925,296)		(2,925,296)	0	
	STS 1256 Form B Credit	(1,000,000)		(1,000,000)	(1,000,000)		(1,000,000)	0	
OTHER	OTHER CONSTRUCTION TOTAL	79,912,062	1,160,000	81,072,062	79,912,062	1,160,000	81,072,062	0	
40.06	PUBLIC ART PROGRAM	8,175,555	1,160,000	9,335,555	8,175,555	1,160,000	9,335,555	0	
40.08	CN1300 JOB READINESS PROGRAM - OUTREACH	1,060,000		1,060,000	1,060,000		1,060,000	0	33
40.02	MISC. CONSTR CONTRCT WK (TRACTION POWER FOR 1251)	258,202		258,202	258,202		258,202	0	
40.01	CONTRACT 1300 SOIL PROCESS	500,000		500,000	500,000		500,000	0	34
50.01	THALES T&S ATCS	487,972		487,972	487,972		487,972	0	
50.01	CN1266-2 Advanced Train Control System (ATCS) - Implementation	15,507,930		15,507,930	15,507,930		15,507,930	0	34a
50.01	CN1266-1 Advanced Train Control System (ATCS) - Equipment	3,425,424		3,425,424	3,425,424		3,425,424	0	34a
50.06	MTA FARE COLLECTION EQUIPMENT	5,400,000		5,400,000	5,400,000		5,400,000	0	
50.06	BART FARE COLLECTION EQUIPMENT	700,000		700,000	700,000		700,000	0	

7.6 BUDGET REVISIONS: REPORT SORTED BY CONSTRUCTION PACKAGES & SOFT COSTS

Report Period: December 2020

		November 2020			December 2020				
Group by Contract & SCC	CATEGORY ITEM	November 2020 Base	November 2020 Allocated Contingency	November 2020 Base + Allocated Contingency (YOE)	December 2020 Base	December 2020 Allocated Contingency	December 2020 Base + Allocated Contingency (YOE)	BUDGET TRANSFERS [December 2020] vs. [November 2020]	Cost Report Notes
40.02	JOB ORDER CONTRACTS (JOCS) - CONSTRUCTION	117,255		117,255	117,255		117,255	0	
40.08	AON RISK INSURANCE	26,778,757		26,778,757	26,778,757		26,778,757	0	34b
40.02	PUBLIC AGENCIES UTILITY COORDINATION	3,713,215		3,713,215	3,713,215		3,713,215	0	
40.02	DEPARTMENT OF PARKING AND TRAFFIC (DPT)	1,200,000		1,200,000	1,200,000		1,200,000	0	
50.03	UNION SQUARE/ MARKET STREET STATION POWER FEED	2,959,826		2,959,826	2,959,826		2,959,826	0	
50.03	UNION SQUARE/ MARKET STREET STATIONS PERMANENT POWER	(2,350,000)		(2,350,000)	(2,350,000)		(2,350,000)	0	
50.03	CHINATOWN STATION POWER FEED	2,959,826		2,959,826	2,959,826		2,959,826	0	
50.03	CHINATOWN STATION PERMANENT POWER	(2,350,000)		(2,350,000)	(2,350,000)		(2,350,000)	0	
50.03	YERBA BUENA/ MOSCONE STATION [YBM] POWER FEED	3,125,222		3,125,222	3,125,222		3,125,222	0	
50.03	YERBA BUENA/ MOSCONE STATION [YBM] PERMANENT POWER	(2,368,540)		(2,368,540)	(2,368,540)		(2,368,540)	0	
50.03	SURFACE STATION POWER FEED	11,839		11,839	11,839		11,839	0	
50.04	COMMUNICATION CONNECTION COSTS	5,757,629		5,757,629	5,757,629		5,757,629	0	
50.05	CSP Radio Design	641,950		641,950	641,950		641,950	0	34c
50.05	CSP Radio Cable	377,788		377,788	377,788		377,788	0	34c
50.05	CSP Radio Design Procurement	3,822,212		3,822,212	3,822,212		3,822,212	0	34c
60	ROW, LAND, EXISTING IMPROVEMENTS	32,246,321	0	32,246,321	32,246,321	0	32,246,321	0	
60.01	PURCHASE OR LEASE OF REAL ESTATE	30,065,810	0	30,065,810	30,065,810	0	30,065,810	0	35
60.02	RELOCATION OF EXISTING HOUSEHOLDS	2,180,511		2,180,511	2,180,511		2,180,511	0	
70	VEHICLES	16,800,000	0	16,800,000	16,800,000	0	16,800,000	0	
70.01	LIGHT RAIL	16,800,000	0	16,800,000	16,800,000	0	16,800,000	0	36
80	PROFESSIONAL SERVICES	351,623,116	1,358,422	352,981,538	351,623,116	1,358,422	352,981,538	0	
80.01	PRELIMINARY ENGINEERING	46,202,674		46,202,674	46,202,674		46,202,674	0	
80.02	FINAL DESIGN	61,318,331		61,318,331	61,318,331		61,318,331	0	
80.03	PROJECT MANAGEMENT FOR DESIGN & CONSTRUCTION	104,154,348	0	104,154,348	104,154,348	0	104,154,348	0	36a

7.6 BUDGET REVISIONS: REPORT SORTED BY CONSTRUCTION PACKAGES & SOFT COSTS

Report Period: December 2020

		November 2020			December 2020				
Group by Contract & SCC	CATEGORY ITEM	November 2020 Base	November 2020 Allocated Contingency	November 2020 Base + Allocated Contingency (YOE)	December 2020 Base	December 2020 Allocated Contingency	December 2020 Base + Allocated Contingency (YOE)	BUDGET TRANSFERS [December 2020] vs. [November 2020]	Cost Report Notes
80.04	CONSTRUCTION ADMINISTRATION & MANAGEMENT	117,060,152	0	117,060,152	117,060,152	0	117,060,152	0	36a
80.05	INSURANCES	6,800,000		6,800,000	6,800,000		6,800,000	0	
80.06	LEGAL: PERMITS. REVIEW FEES BY OTHER AGENCIES	8,212,604		8,212,604	8,212,604		8,212,604	0	
80.07	SURVEYS, TESTING, INVESTIGATION. INSPECTION	933,100		933,100	933,100		933,100	0	
80.08	START-UP	6,941,907	1,358,422	8,300,329	6,941,907	1,358,422	8,300,329	0	
	ALL SCC CATEGORIES 10 TO 80	1,731,898,908	(73,055,535)	1,663,685,323	1,733,228,911	(74,385,538)	1,663,685,323		37
90	UNALLOCATED CONTINGENCIES			1,001,872			1,001,872	0	38
	TOTAL PROJECT COST 10 TO 100			1,664,687,196			1,664,687,196		
	TOTAL CONTINGENCY			-			-		
	CONTINGENCY MINIMUM			-			-		
	BELOW OR ABOVE MINIMUM			-			-		

COST STATUS BY CATEGORY	SCC CODES	Sum of Supplemental 2013 Budget	BUDGET November 2020	BUDGET TRANSFERS	BUDGET December 2020	Sum of December 2020	Remaining Budget (Column H-Column I)	December 2020 EAC	December 2020 Contingency	Cost Report Notes
		A	B	C	D	E	F	G	H	
GUIDEWAY & TRACK ELEMENTS	SCC 010	282,227,872	284,261,448	-	284,261,448	283,565,573	695,875	284,261,448	-	39
STATIONS, STOPS, TERMINALS, INTERMODAL SITEWORK & SPECIAL CONDITIONS	SCC 020	573,099,645	489,501,970	(1,330,003)	488,171,967	545,302,042	(57,130,075)	579,549,211	-	39
SYSTEMS	SCC 040	235,514,097	350,087,859	20,014,408	370,102,267	370,846,839	(744,572)	409,165,197	-	39
ROW, LAND, EXISTING IMPROVEMENTS	SCC 050	90,774,397	137,806,186	(18,684,405)	119,121,781	104,643,357	14,478,424	119,180,572	-	39
VEHICLES	SCC 060	37,511,799	32,246,321	-	32,246,321	30,648,969	1,597,352	32,246,321	-	
PRELIM ENGINEERING	SCC 070	26,385,653	16,800,000	-	16,800,000	11,929,247	4,870,753	16,800,000	-	
FINAL DESIGN	SCC 080.01	46,202,673	46,202,674	-	46,202,674	46,202,675	(1)	46,202,674	-	
PM FOR DESIGN & CONSTRUCTION	SCC 080.02	61,137,604	61,318,331	-	61,318,331	61,266,804	51,527	61,318,331	-	
OTHER PROF SRVCS	SCC 080.03 - 080.04	197,146,664	221,214,500	-	221,214,500	216,414,750	4,799,750	221,214,500	-	39
UNALLOC CONTINGENCY	SCC 080.05 - 080.08	24,416,118	24,246,033	-	24,246,033	13,537,110	10,708,923	22,887,611	-	
	SCC 090	3,883,480	1,001,869	-	1,001,869	-	1,001,869	-	1,001,872	39
Grand Total		1,578,300,000	1,664,687,192	0	1,664,687,192	1,684,357,366	(19,670,174)	1,792,825,866	1,001,872	

SCC DESCRIPTION	December 2020 BUDGET	December 2020 CTD
010 - GUIDEWAY & TRACK ELEMENTS	284,261,448	283,565,573
020 - STATIONS, STOPS, TERMINALS, INTERMODAL	489,501,970	545,302,042
040 - SITEWORK & SPECIAL CONDITIONS	350,087,859	370,846,839
050 - SYSTEMS	137,806,186	104,643,357
060 - ROW, LAND, EXISTING IMPROVEMENTS	32,246,321	30,648,969
070 - VEHICLES (number)	16,800,000	11,929,247
080 - PROFESSIONAL SERVICES (applies to Cats. 10-50)	352,981,538	337,421,339
090 - UNALLOCATED CONTINGENCY	1,001,869	0
Grand Total	1,664,687,192	1,684,357,366

SCC DESCRIPTION	December 2020 BUDGET	December 2020 CTD
010.02-Guideway: At grade semi-exclusive (allows cross-traffic)	2,860,000	2,860,000
010.06-Guideway: Underground cut & cover	69,816,407	69,510,264
010.07-Guideway: Underground tunnel	200,374,315	199,989,015
010.09-Track: Direct fixation	6,761,089	6,756,657
010.12-Track: Special (switches, turnouts)	4,449,637	4,449,637
020.01-At-grade station, stop, shelter, mall, terminal, platform	7,602,857	6,880,095
020.02-Aerial station, stop, shelter, mall, terminal, platform	(17,711,203)	0
020.03-Underground station, stop, shelter, mall, terminal, platform	467,938,241	516,949,907
020.04-OTHER STATIONS, LANDING, TERMINALS: INTERMODAL, FERRY, TROLLEY, ETC	9,360,183	0
020.07-Elevators, escalators	22,311,892	21,472,040
040.01-Demolition, Clearing, Earthwork	12,754,615	12,495,015
040.02-Site Utilities, Utility Relocation	68,753,443	79,348,168
040.03-Haz. mat'l, contam'd soil removal/mitigation, ground water treatments	9,423,125	8,386,373
040.04-Environmental mitigation, e.g. wetlands, historic/archeologic, parks	1,122,899	851,713
040.05-Site structures including retaining walls, sound walls	2,706,431	2,706,431
040.06-Pedestrian / bike access and accommodation, landscaping	9,790,995	5,427,721
040.07-Automobile, bus, van accessways including roads, parking lots	45,943,431	22,981,009
040.08-Temporary Facilities and other indirect costs during construction	199,592,921	238,650,409
050.01-Train control and signals	45,108,633	35,663,196
050.02-Traffic signals and crossing protection	12,804,956	12,183,243
050.03-Traction power supply: substations	21,465,073	20,631,471
050.04-Traction power distribution: catenary and third rail	12,441,113	4,398,096
050.05-Communications	37,271,825	29,201,125
050.06-Fare collection system and equipment	6,100,000	841,265
050.07-Central Control	2,614,586	1,724,962
060.01-Purchase or lease of real estate	30,065,810	28,239,539
060.02-Relocation of existing households and businesses	2,180,511	2,409,430
070.01-Light Rail	16,800,000	11,929,247
080.01-Preliminary Engineering	46,202,674	46,202,675
080.02-Final Design	61,318,331	61,266,804
080.03-Project Management for Design and Construction	89,154,348	84,378,171
080.04-Construction Administration & Management	132,060,152	132,036,579
080.05-Professional Liability and other Non-Construction Insurance	6,800,000	6,340,196
080.06-Legal; Permits; Review Fees by other agencies, cities, etc.	8,212,604	6,288,730
080.07-Surveys, Testing, Investigation, Inspection	933,100	908,184
080.08-Start up	8,300,329	0
090.00-Unallocated Contingency	1,001,869	0
Grand Total	1,664,687,192	1,684,357,366

[A] Cost Account Description	[B] Dec 2020 Budget (YOE)	ACTUAL COSTS					[G] VARIANCE (B - F)	COST REPORT NOTES
		[C] PRIOR MONTH Total	[D] PRIOR MONTH Monthly	[E] CURRENT Monthly	[F] CURRENT Total			
TOTAL PRELIMINARY ENGINEERING	46,542,061	46,542,061	0	0	46,542,061	0	40	
11 - SFMTA PROJECT MANAGEMENT	8,800,164	8,253,957	0	0	8,253,957	546,208	41	
12 - SFMTA ENGINEERING SERVICES	11,425,594	11,425,594	0	0	11,425,594	0	42	
16 - DEPARTMENT OF PARKING AND TRAFFIC (DPT)	921,906	802,883	0	0	802,883	119,023		
21 - ARTS COMMISSION	1,500,570	1,500,570	0	0	1,500,570	0	43	
22 - FIRE DEPARTMENT	33,825	35,343	0	0	35,343	(1,518)		
23 - CITY ATTORNEY'S OFFICE	1,234,754	1,234,754	0	0	1,234,754	0		
24 - RISK MANAGEMENT	0	0	0	0	0	0		
26 - PLANNING	99,604	99,604	0	0	99,604	0		
27 - DEPARTMENT OF PUBLIC HEALTH (DPH)	4,420	4,420	0	0	4,420	0		
29 - CITY AUDITOR	336,735	336,735	0	0	336,735	0	44	
32 - DPW - IDC ENGINEERING (HYDRAULIC)	3,336,432	3,336,432	0	0	3,336,432	0		
34 - DPW - IDC CONSTRUCTION (CAPITAL)	17,462	17,462	0	0	17,462	0		
36 - DPW - BSM INFRASTRUCTURE (MAPPING)	76,549	76,549	0	0	76,549	0		
39 - DPW - PCS SITE ASSESSMENT & REMEDIATION (SAR)	13,993	13,993	0	0	13,993	0		
51 - 821 HOWARD STREET	1,005,653	1,005,653	0	0	1,005,653	0		
55 - 651 BRANNAN	2,294,910	2,294,910	0	0	2,294,910	0	45	
63 - CENTRAL SUBWAY PARTNERSHIP - AECOM-EPC JV CONTRACT 149	26,793,234	26,793,234	0	0	26,793,234	0	46	
66 - ANIL VERMA	395,204	395,204	0	0	395,204	0	47	
67 - HILL INTERNATIONAL CONTRACT 156	6,716,294	6,716,294	0	0	6,716,294	0	48	
68 - ARTHUR GALLAGER & CO. CS 164	6,800,000	6,340,196	0	0	6,340,196	459,804		
71 - TUNNEL/UTILITIES - CONTRACT # CONTRACT 155-1	5,469,336	5,469,336	0	0	5,469,336	0	49	
72 - STATIONS - CONTRACT # CONTRACT 155-2	26,220,609	26,220,609	0	0	26,220,609	0	50	
73 - SYSTEMS/INTEGRATION - CONTRACT 155-3	11,432,312	11,432,312	0	0	11,432,312	0	51	
331 - BAY AREA RAPID TRANSIT (BART)	146,427	146,427	0	0	146,427	0		
332 - SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY (SFCTA)	0	65,978	32,655	0	65,978	(65,978)		
TOTAL FINAL DESIGN	115,075,988	114,018,448	32,655	0	114,018,448	1,057,539		
11 - SFMTA PROJECT MANAGEMENT	20,500,000	18,701,709	291,346	70,202	18,771,911	1,728,089		
1.3.011.01.080.03 - CM:SFMTA LABOR-PROJECT MANAGEMENT	20,500,000	18,701,709	291,346	70,202	18,771,911	1,728,089		
12 - SFMTA ENGINEERING SERVICES	2,923,582	3,091,211	16,080	8,721	3,099,932	(176,350)		
1.3.012.02.080.04 - CM: SFMTA LABOR-ENGINEERING CONTRACT 1252	123,582	57,648	0	0	57,648	65,934		
1.3.012.06.080.04 - CM: SFMTA LABOR-ENGINEERING CONTRACT 1300	2,800,000	3,033,563	16,080	8,721	3,042,285	(242,285)		
13 - SFMTA CONSTRUCTION MANAGEMENT	27,002,275	25,367,010	389,770	97,986	25,464,996	1,537,279		
1.3.013.01.080.04 - CM:SFMTA LABOR-CONSTR. MANAGEM	27,002,275	25,367,010	389,770	97,986	25,464,996	1,537,279		
16 - DEPARTMENT OF PARKING AND TRAFFIC (DPT)	3,659,313	2,807,094	41,997	13,564	2,820,659	838,654		
1.3.016.01.080.04 - DPT CONTRACT 1300 SUPPORT UMS	299,600	398,631	23,837	1,683	400,314	(100,714)		
1.3.016.01.080.04 - DPT CONTRACT 1300 SUPPORT CTS	274,900	150,187	1,812	1,130	151,317	123,583		
1.3.016.01.080.04 - DPT CONTRACT 1300 SUPPORT YBM	238,400	225,532	272	359	225,890	12,510		
1.3.016.01.080.04 - DPT CONTRACT 1300 SUPPORT STS	876,876	326,423	9,033	10,392	336,815	540,061		
1.3.016.02.040.08 - DPT: FIELD OPS TUNNEL [B84]	0	1,464	0	0	1,464	(1,464)		

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1.3.016.02.040.08 - DPT: FIELD OPS TUNNEL [B86]	0	204,261	0	0	204,261	(204,261)		
1.3.016.06.040.02 - DPT:DPT TRAFFIC SHOP CONTRACT 1300	1,200,000	0	0	0	0	1,200,000		
1.3.016.07.080.04 - DPT:SSD DS/CN: 1UTL		0	0	0	0	0		
1.3.016.08.040.08 - DPT:PCOS:2UTL [68A]	400,728	400,728	0	0	400,728	0		
1.3.016.08.040.08 - DPT:SSD CN:2UTL	0	108,020	0	0	108,020	(108,020)		
1.3.016.08.080.04 - DPT:SSD [1326]	252,536	252,536	0	0	252,536	0		
1.3.016.08.080.04 - DPT:SSD [13BN]	23,302	23,302	0	0	23,302	0		
1.3.016.08.080.04 - DPT:SSD [13CN]	963	963	0	0	963	0		
1.3.016.08.080.04 - DPT:SSD [B85]	92,008	92,008	0	0	92,008	0		
1.3.016.03.040.08 - PCOS:1300/UMS [68CPT544132W.CPT544132W]	0	163,411	0	0	163,411	(163,411)		
1.3.016.04.040.08 - PCOS:1300/CTS [68CPT544132X.CPT544132X]	0	0	0	0	0	0		
1.3.016.05.040.08 - PCOS:1300/YBM [68CPT544132Y.CPT544132Y]	0	207,537	0	0	207,537	(207,537)		
1.3.016.09.040.08 - PCOS:1300/STS [68CPT544132Z.CPT544132Z]	0	252,092	7,043	0	252,092	(252,092)		
17 - MOTIVE POWER	2,195	0	0	0	0	2,195		
1.3.017.07.040.02 - PWR:SFMTA-MOTIVE POWER-UTL.REL	2,195	0	0	0	0	2,195		
18 - SFMTA OPERATIONS	400,000	134,385	0	2,895	137,280	262,720		
1.3.018.04.040.02 - OPS:SUPPORT TO CONTRACT 1300/CTS	100,000	45,887	0	2,895	48,782	51,218		
1.3.018.06.080.07 - OPS:SUPPORT TO CONTRACT 1300 - UMS O/L	50,255	73,817	0	0	73,817	(23,561)		
1.3.018.06.080.07 - OPS:SUPPORT TO CONTRACT 1300/UMS	249,745	14,681	0	0	14,681	235,063		
19 - OTHER SFMTA	1,000,000	945,836	0	0	945,836	54,164		
1.3.019.07.080.07 - OTH.MTA SFMTA-SURVEY; TSTG [6840]	1,800	1,720	0	0	1,720	80		
1.3.019.08.040.08 - OTH.MTA 1251 MATERIALS	150,000	126,149	0	0	126,149	23,851		
1.3.019.08.080.07 - OTH.MTA OPERATION SUPPORT DURI	848,200	817,966	0	0	817,966	30,234		
21 - ARTS COMMISSION	12,010,886	6,348,439	13,454	8,754	6,357,193	5,653,693		
1.3.021.01.040.06 - ARTS:CTYCO-ARTS COMMISSION CONSTRUCTION COSTS	3,769,932	0	0	0	0	3,769,932		
1.3.021.01.080.03 - ARTS:CTYCO-ARTS COMMISSION [1227]	1,719,387	388,167	0	0	388,167	1,331,220	52	
1.3.021.01.080.04 - ARTS:CTYCO-ARTS COMMISSION [PWE335MPFUNA.CPT544122]	21,000	12,465	0	0	12,465	8,535		
1.3.021.06.080.03 - ARTS:CTYCO-ARTS COMMISSION PM [285MC.132J]	834,264	941,880	9,000	4,635	946,516	(112,251)		
1.3.021.01.080.03 - ARTS:CTYCO-ARTS COMMISSION [PWA335MPFUNA.CPT544132]	10,149	11,093	0	0	11,093	(944)		
1.3.021.01.080.03 - ARTS:CTYCO-ARTS COMMISSION [PWE335MPFUNA.CPT544132]	4,439	4,439	0	0	4,439	0		
1.3.021.06.040.06 - ARTS:CTYCO-ARTS COMMISSION [68CPT5441327.CPT5441327]	1,393,660	1,393,660	0	0	1,393,660	0		
1.3.021.06.040.06 - ARTS:CTYCO-ARTS COMMISSION [285MCPFUNA.CPT5441327]	3,011,963	3,596,735	4,454	4,119	3,600,854	(588,891)		
1.3.021.01.080.03 - ARTS:CTYCO-ARTS COMMISSION [132J]	86,091	0	0	0	0	86,091		
1.3.021.97.040.06 - ARTS:ARTS COMMISSION ALLOC CO	1,160,000	0	0	0	0	1,160,000		
23 - CITY ATTORNEY'S OFFICE	2,171,781	2,802,830	0	0	2,802,830	(631,049)		
1.3.023.01.080.06 - ATTY:CN LEGAL-CITY ATTORNEY OF	2,171,781	2,802,830	0	0	2,802,830	(631,049)		
25 - PUBLIC UTILITIES COMMISSION SEWER	(2,925,296)	0	0	0	0	(2,925,296)		
1.3.025.09.040.02 - STS.1256: SITE UTILITIES SFPUC SEWER MAIN	(2,925,296)	0	0	0	0	(2,925,296)		
26 - PLANNING	137,062	26,697	0	0	26,697	110,365		
1.3.026.01.080.06 - CM:CTYCO-PLANNING DEPARTMENT	137,062	26,697	0	0	26,697	110,365		
28 - PUBLIC UTILITIES COMMISSION WATER	4,242,012	4,291,033	31,513	8,571	4,299,604	(57,592)		
1.3.028.02.040.02 - CM:CTYCO-PUBLIC UTIL COMM. (PUC)	0	4,745	0	0	4,745	(4,745)		
1.3.028.02.040.08 - PUC: FIELD OPERATIONS TUNNEL	398,400	524,233	7,287	971	525,204	(126,804)		

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1.3.028.02.080.04 - PUC:MTA CSP CN1252 [470465]	105,000	91,587	0	0	91,587	13,413		
1.3.028.03.040.02 - PUC:CDD CONTRACT 1300/UMS SUPPORT	606,354	633,797	0	0	633,797	(27,443)		
1.3.028.03.080.04 - PUC:CMB CONTRACT 1300/UMS INSPECTION	230,000	37,086	2,578	893	37,979	192,021		
1.3.028.04.040.02 - PUC:CDD CONTRACT 1300/CTS SUPPORT	271,755	231,447	17,717	5,080	236,526	35,229		
1.3.028.04.080.04 - PUC:CMB CONTRACT 1300/CTS INSPECTION	115,000	55,773	0	0	55,773	59,227		
1.3.028.05.040.02 - PUC:CDD CONTRACT 1300/YBM SUPPORT	450,282	506,138	1,419	0	506,138	(55,856)		
1.3.028.05.080.04 - PUC:CMB CONTRACT 1300/YBM INSPECTION	184,000	98,643	0	0	98,643	85,357		
1.3.028.06.040.02 - PUC:CMB CONTRACT 1300/SFWD AWSS MATERIAL	225,079	249,247	0	0	249,247	(24,168)		
1.3.028.07.040.02 - PUC:PUC CDD WATER CONNECTION CONTRACT 1250	248,035	291,501	0	0	291,501	(43,466)		
1.3.028.07.080.04 - PUC:PUC CMB INSPECTION CONTRACT 1250	74,468	113,844	0	0	113,844	(39,376)		
1.3.028.08.040.02 - PUC:PUC CDD WATER CONNECTION CONTRACT 1251 [3BB]	0	88,879	0	0	88,879	(88,879)		
1.3.028.08.040.02 - PUC:PUC CDD WATER CONNECTION CONTRACT 1251 [445]	340,310	318,130	0	0	318,130	22,180		
1.3.028.08.080.04 - PUC:CMB INSPECTION CONTRACT 1251	266,252	289,424	0	0	289,424	(23,172)		
1.3.028.09.040.02 - PUC:CMB CONTRACT 1300/STS SUPPORT	520,077	499,267	2,512	1,627	500,894	19,183		
1.3.028.09.080.04 - PUC:CMB CONTRACT 1300/STS INSPECTION	207,000	257,294	0	0	257,294	(50,294)		
32 - DPW - IDC ENGINEERING (HYDRAULIC)	1,150,459	560,763	0	0	560,763	589,696		
1.3.032.01.080.04 - CM:DPW:1424J-BUREAU OF ENGINEERING (BOE) [AB12]	(285,405)	(285,405)	0	0	(285,405)	0.00		
1.3.032.03.080.04 - DPW IDC HYDRAULIC CN1300 UMS SUPPORT	297,938	130,415	0	0	130,415	167,523		
1.3.032.04.080.04 - DPW IDC HYDRAULIC CN1300 CTS SUPPORT	295,639	22,125	0	0	22,125	273,514		
1.3.032.05.080.04 - DPW IDC HYDRAULIC CN1300 YBM SUPPORT	301,882	58,932	0	0	58,932	242,950		
1.3.032.06.080.04 -1424J-BOE LABOR [PWE1X5MPFUNA.CPT544112B112]	85,275	85,275	0	0	85,275	0	53	
1.3.032.06.080.04-1424J-BOE LABOR [PWE1X5MPFUNA.CPT544112C112]	109,658	109,658	0	0	109,658	0	54	
1.3.032.06.080.04 -1424J-BOE LABOR [PWE1X5MPFUNA.CPT544112D112]	15,791	15,791	0	0	15,791	0	55	
1.3.032.06.080.04 -1424J-BOE LABOR [PWE1X5MPFUNA.CPT544112E112]	11,193	11,193	0	0	11,193	0	56	
1.3.032.06.080.04 -1424J-BOE LABOR [PWE1X5MPFUNA.CPT544112F112]	107,798	107,798	0	0	107,798	0	57	
1.3.032.06.080.04 -1424J-BOE LABOR [PWE1X5MPFUNA.CPT544112G112]	21,690	47,917	0	0	47,917	(26,227)	58	
1.3.032.08.080.04 - DPW.HYRDDPW-BOE IDC ENG SVC DC	9,000	0	0	0	0	9,000		
1.3.032.09.080.04 - DPW IDC HYDRAULIC CN1300 STS SUPPOR	180,000	257,065	0	0	257,065	(77,065)		
34 - DPW - IDC CONSTRUCTION (CAPITAL)	6,703,969	6,345,071	0	0	6,345,071	358,898		
1.3.034.01.080.04 - DPW:BCM LABOR [2113]	2,140,142	2,140,142	0	0	2,140,142	0		
1.3.034.02.080.04 - DPW:CONSTR:1252 CM [CD12]	1,207,603	1,207,603	0	0	1,207,603	0		
1.3.034.02.080.04 - DPW:CONSTR:1252 CM [13AC12]	138,397	138,397	0	0	138,397	0		
1.3.034.06.080.04 - DPW:SITE ASSESSMENT & REMEDIATION (SAR) [132112]	506,858	506,858	0	0	506,858	0		
1.3.034.06.080.04 - DPW:CONSTR:1300 CM [13CP12]	2,710,969	2,352,071	0	0	2,352,071	358,898		
36 - DPW - BSM INFRASTRUCTURE (MAPPING)	465,562	158,741	0	0	158,741	306,821		
1.3.036.01.080.04 - DPW:MPPG:DPW-BUREAU OF ST USE	367,129	32,680	0	0	32,680	334,449		
1.3.036.02.080.04 - DPW:MPPG:1300-DPW-BUREAU OF ST USE [13CG12]	50,000	33,084	0	0	33,084	16,916		
1.3.036.02.080.06 - DPW:MPPG:DPW-BUREAU OF ST USE [13CF]	48,433	92,977	0	0	92,977	(44,544)		
37 - DPW - PCS MATERIAL TESTING LABORATORY	83,100	0	0	0	0	83,100		
1.3.037.01.080.07 - DPW.MTL.LABDPW-MATERIAL TESTIN	83,100	0	0	0	0	83,100		
39 - DPW - PCS SITE ASSESSMENT & REMEDIATION (SAR)	613,853	438,455	0	0	438,455	175,398		
1.3.039.01.080.04 - DPW:SITE ASSESSMENT & REMEDIATION (SAR) [2213]	92,459	92,459	0	0	92,459	0		
1.3.039.01.080.04 - DPW:SITE ASSESSMENT & REMEDIATION (SAR) [2250]	78,400	78,400	0	0	78,400	0		

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1.3.039.01.080.04 -DPW:SITE ASSESSMENT & REMEDIATION (SAR) [2257]	151,515	151,515	0	0	151,515	0		
1.3.039.01.080.04 - DPW:SITE ASSESSMENT & REMEDIATION (SAR) [2313]	24,343	24,343	0	0	24,343	0		
1.3.039.01.080.04 - DPW:SITE ASSESSMENT & REMEDIATION	58,757	10,109	0	0	10,109	48,648		
1.3.039.01.080.04 - DPW:SITE ASSESSMENT & REMEDIATION (SAR) [CE13]	31,367	31,367	0	0	31,367	0		
1.3.039.01.080.04 - DPW:SITE ASSESSMENT & REMEDIATION (SAR) [CH13]	100,000	8,621	0	0	8,621	91,379		
1.3.039.01.080.04 - DPW:SITE ASSESSMENT & REMEDIATION (SAR)	17,000	0	0	0	0	17,000		
1.3.039.02.080.04 - DPW: SITE ASSESSMENT & REMEDIATION (SAR) – CN1252 [13C]	18,632	16,880	0	0	16,880	1,753		
1.3.039.02.080.04 - DPW: SITE ASSESSMENT & REMEDIATION (SAR) – CN1300 [13C]	41,379	24,761	0	0	24,761	16,618		
46 - MACY'S WEST - SFPUC SEWER WORK	258,202	258,202	0	0	258,202	0		
1.3.046.08.040.02 - MCY.SWRC. CONTRACT: MACY'S-SEW	258,202	258,202	0	0	258,202	0		
51 - 821 HOWARD STREET	770,843	677,805	1,446	396	678,201	92,642		
1.3.051.01.080.03 - ODC.HWRD:ODCs - 821 HOWARD STR	696,753	635,325	0	0	635,325	61,428		
1.3.051.02.080.04 - ODC.HWRD:ODCs - TUNNEL CONTRACT 1252	10,000	1,056	0	0	1,056	8,944		
1.3.051.06.080.04 - ODC.HWRD:ODCs - STATION CONTRACT 1300	55,000	29,202	147	396	29,598	25,402		
1.3.051.06.080.04 - ODC.HWRD:W/MTA INST WTR SVC @ STS&YBM TRAILER	9,090	12,222	1,300	0	12,222	(3,132)		
55 - 651 BRANNAN	10,348	10,348	0	0	10,348	0		
1.3.055.01.080.03 - CM:ODCs - 651 BRANNAN STREET	10,348	10,348	0	0	10,348	0	59	
63 - CENTRAL SUBWAY PARTNERSHIP - AECOM-EPC JV CONTRACT 149	78,399,948	73,707,502	1,320,000	1,580,000	75,287,502	3,112,446		
1.3.063.01.080.03 - CM:PM:AECOM.CS149 OM-EPC JV CS149-PM	5,017,804	5,017,804	0	0	5,017,804	0	60	
1.3.063.01.080.04 - CM:AECOM.CS149OM-EPC JV CS-149 [3B]	1,969,213	1,969,213	0	0	1,969,213	(0)		
1.3.063.01.080.04 - CM:AECOM.CS149OM-EPC JV CS-149 [3E]	6,386,250	6,386,250	0	0	6,386,250	(0)		
1.3.063.01.080.03 - CM:AECOM.CS149OM-EPC JV CS-149 [3E][PM]	1,596,563	1,596,563	0	0	1,596,563	0		
1.3.063.01.080.04 - CM:AECOM.CS149OM-EPC JV CS-149 [3F]	4,101,465	4,101,466	0	0	4,101,466	(0)		
1.3.063.01.080.03 - CM:AECOM.CS149OM-EPC JV CS-149 [3F][PM]	1,025,366	1,025,366	0	0	1,025,366	0		
1.3.063.01.080.04 - CM:AECOM.CS149OM-EPC JV CS-149 [3G]	5,167,381	5,167,381	0	0	5,167,381	(0)		
1.3.063.01.080.03 - CM:AECOM.CS149OM-EPC JV CS-149 [3G][PM]	1,291,845	1,291,845	0	0	1,291,845	(0)		
1.3.063.01.080.04 - CM:AECOM.CS149OM-EPC JV CS-149 [3H]	4,380,849	4,380,849	0	0	4,380,849	(0)		
1.3.063.01.080.03 - CM:AECOM.CS149OM-EPC JV CS-149 [3H][PM]	1,095,212	1,095,212	0	0	1,095,212	(0)		
1.3.063.01.080.04 - CM:AECOM.CS149OM-EPC JV CS-149 [3i]	6,739,945	5,582,974	0	0	5,582,974	1,156,971		
1.3.063.01.080.03 - CM:AECOM.CS149OM-EPC JV CS-149 [3i][PM]	2,590,785	1,395,744	0	0	1,395,744	1,195,041		
1.3.063.01.080.04 - CM:AECOM.CS149OM-EPC JV CS-149 [3j]	7,000,000	6,081,401	0	0	6,081,401	918,599		
1.3.063.01.080.03 - CM:AECOM.CS149OM-EPC JV CS-149 [3j][PM]	2,000,000	1,520,350	0	0	1,520,350	479,650		
1.3.063.01.080.04 - CM:AECOM.CS149OM-EPC JV CS-149 [3m]	9,400,000	9,957,265	1,056,000	1,264,000	11,221,265	(1,821,265)		
1.3.063.01.080.03 - CM:AECOM.CS149OM-EPC JV CS-149 [3m][PM]	2,350,000	2,489,316	264,000	316,000	2,805,316	(455,316)		
1.3.063.01.080.04 - CM:AECOM.CS149OM-EPC JV CS-149 [9B]	11,042	11,042	0	0	11,042	0		
1.3.063.01.080.04 - CM:AECOM.CS149OM-EPC JV CS-149 [9D]	515,694	515,694	0	0	515,694	(0)		
1.3.063.01.080.04 - CM:AECOM.CS149OM-EPC JV CS-149 [9E]	523,943	523,943	0	0	523,943	0		
1.3.063.01.080.04 - CM:AECOM.CS149OM-EPC JV CS-149 [9F]	461,196	461,196	0	0	461,196	0		
1.3.063.01.080.04 - CM:AECOM.CS149OM-EPC JV CS-149 [9G]	501,912	501,912	0	0	501,912	0		
1.3.063.01.080.04 - CM:AECOM.CS149OM-EPC JV CS-149 [9H]	1,219,093	1,219,093	0	0	1,219,093	(0)		
1.3.063.01.080.04 - CM:AECOM.CS149OM-EPC JV CS-149 [9i]	2,974,444	3,039,000	0	0	3,039,000	(64,556)		
1.3.063.01.080.04 - CM:AECOM.CS149OM-EPC JV CS-149 [9j]	3,000,000	2,275,598	0	0	2,275,598	724,402		
1.3.063.01.080.04 - CM:AECOM.CS149OM-EPC JV CS-149 [9m]	1,500,000	521,080	0	0	521,080	978,920		

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		[C] PRIOR MONTH Total	[D] PRIOR MONTH Monthly	[E] CURRENT Monthly	[F] CURRENT Total			
1.3.063.01.080.04 - FD:CM:EPC JV CS49-PM [123A]	5,579,945	5,579,945	0	0	5,579,945	0		
1.3.063.97.080.03 - AECOM.CS149 ALLOCAT CONTING	0					0		
64 - CN1300 JOB READINESS PROGRAM	1,060,000	956,145	0	0	956,145	103,855	61	
1.3.064.06.040.08 - CN1300 JOB READINESS PROGRAM	1,060,000	956,145	0	0	956,145	103,855		
67 - HILL INTERNATIONAL CONTRACT 156	3,031,391	2,848,817	0	0	2,848,817	182,574		
1.3.067.01.080.03 - HILL.CS156:HILL INTL. CS-156 [1336]	920,426	920,426	0	0	920,426	0		
1.3.067.01.080.03 - HILL.CS156:HILL INTL. CS-156 [1337]	533,148	533,148	0	0	533,148	0		
1.3.067.01.080.03 - HILL.CS156:HILL INTL. [1330]	127,261	127,261	0	0	127,261	0		
1.3.067.01.080.03 - HILL INTERNATIONAL CS156 AWP 2016 [68CPT5441340.CPT5441]	883,631	883,631	0	0	883,631	(0)		
1.3.067.01.080.03 - HILL INTERNATIONAL CS156 AWP 2017 [68CPT5441346.CPT5441]	566,925	384,352	0	0	384,352	182,573		
69 - BAYLAND SOIL PROCESS CONTRACT 175	500,000	255,144	0	0	255,144	244,856	62	
1.3.069.06.040.01 - BAYLAND.CS175:BAYLAND SOIL PROCESS [133K]	500,000	255,144	0	0	255,144	244,856		
71 - TUNNEL/UTILITIES - CONTRACT # CONTRACT 155-1	2,158,846	2,215,889	0	0	2,215,889	(57,043)		
1.3.071.01.080.04 - CM: CS155.1 DESIGN SUPPORT DURING CM [1232]	0	(87,201)	0	0	(87,201)	87,201	63	
1.3.071.02.080.04 - CM: CS155.1 DESIGN SUPPORT DURING CM [1332]	2,158,846	2,303,091	0	0	2,303,091	(144,245)		
72 - STATIONS - CONTRACT # CONTRACT 155-2	18,341,336	22,122,415	462,241	994,352	23,116,768	(4,775,431)		
1.3.072.01.080.04 - CM: CS155.2 DESIGN SUPPORT DURING CM [1233]	51,351	61,130	0	0	61,130	(9,779)	64	
1.3.072.01.080.04 - CM: CS155.2 DESIGN SUPPORT DURING CM [1333]	18,289,985	22,061,285	462,241	994,352	23,055,637	(4,765,652)		
73 - SYSTEMS/INTEGRATION - CONTRACT 155-3	4,828,269	6,909,210	380,719	531,348	7,440,558	(2,612,289)		
1.3.073.01.080.04 - CM: CS155.3 DESIGN SUPPORT DURING CM [1236]	90,000	89,791	0	0	89,791	209		
1.3.073.01.080.04 - CM: CS155.3 DESIGN SUPPORT DURING CM [1334]	4,738,269	6,819,419	380,719	531,348	7,350,767	(2,612,498)		
81 - UTILITIES RELOCATION #1 (PORTAL & MOS) - CONTRACT 1250	11,968,150	11,968,150	0	0	11,968,150	0		
1.3.081.07.040.01 - UR1.CONTRACT 1250:SITWORK: DEMOLIT	167,458	167,458	0	0	167,458	0		
1.3.081.07.040.02 - UR1.CONTRACT 1250:SITWORK: UTILITI	10,099,341	10,099,341	0	0	10,099,341	0		
1.3.081.07.040.03 - UR1.CONTRACT 1250:SITWORK:HAZMAT	453,321	453,321	0	0	453,321	0		
1.3.081.07.040.08 - UR1.CONTRACT 1250:SITWORK:TEMPORAR	1,248,030	1,248,030	0	0	1,248,030	0		
82 - UTILITIES RELOCATION #2 (UMS) - CONTRACT 1251	20,669,081	20,669,081	0	0	20,669,081	(0)	65	
1.3.082.08.040.01 - UR2.CONTRACT 1251:SITWORK: DEMOLIT	752,240	752,240	0	0	752,240	0		
1.3.082.08.040.02 - UR2.CONTRACT 1251:SITWORK:UTILITI	10,202,543	10,202,543	0	0	10,202,543	(0)		
1.3.082.08.040.03 - UR2.CONTRACT 1251:SITWORK:HAZMAT	172,712	172,712	0	0	172,712	0		
1.3.082.08.040.05 - UR2.CONTRACT 1251:SITWORK: STRUCTU	2,706,431	2,706,431	0	0	2,706,431	0		
1.3.082.08.040.06 - UR2.CONTRACT 1251:SITWORK:PEDESTRA	319,317	319,317	0	0	319,317	0		
1.3.082.08.040.07 - UR2.CONTRACT 1251:SITWORK:AUTO/BUS	190,362	190,362	0	0	190,362	0		
1.3.082.08.040.08 - UR2.CONTRACT 1251:SITWORK:TEMP FAC	6,325,476	6,325,476	0	0	6,325,476	0		
GUIDEWAY TUNNELS TOTAL	233,511,253	233,511,253	0	0	233,511,253	0		
83 - GUIDEWAY TUNNELS - CONTRACT # 1252 BASE	233,584,015	233,584,015	0	0	233,584,015	0	66	
1.3.083.02.010.06 - CONTRACT 1252:GUIDEWAY:UNDERGRN'D CUT	60,446,425	60,446,425	0	0	60,446,425	0		
1.3.083.02.010.07 - CONTRACT 1252:GUIDEWAY:UNDERGROUND	105,423,090	105,423,090	0	0	105,423,090	0		
1.3.083.02.020.03 - CONTRACT 1252: STATIONS: UNDERGROUND	21,685,000	21,685,000	0	0	21,685,000	0		
1.3.083.02.040.01 - CONTRACT 1252:SITWORK:DEMO CLEARING	2,440,000	2,440,000	0	0	2,440,000	0		
1.3.083.02.040.02 - CONTRACT 1252:SITWORK:UTILITIES & RE	10,895,000	10,895,000	0	0	10,895,000	0		
1.3.083.02.040.03 - CONTRACT 1252:SITWORK:HAZMAT&MITIGAT	200,000	200,000	0	0	200,000	0		
1.3.083.02.040.04 - CONTRACT 1252:SITWORK:ENVIRON. MITIG	300,000	300,000	0	0	300,000	0		

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1.3.083.02.040.06 - CONTRACT 1252:SITWORK:PED/BIKE ACCES	50,000	50,000	0	0	50,000	0		
1.3.083.02.040.07 - CONTRACT 1252:SITWORK:AUTO/BUS ACCES	1,345,000	1,345,000	0	0	1,345,000	0		
1.3.083.02.040.08 - CONTRACT 1252:SITWORK:TEMP FACILITIE	30,799,500	30,799,500	0	0	30,799,500	0		
83 - GUIDEWAY TUNNELS - CONTRACT # 1252 CMODs	(72,762)	(72,762)	0	0	(72,762)	0	67	
1.3.083.83.010.06 - CONTRACT 1252: CONTRACT MOD	112,251	112,251	0	0	112,251	0		
1.3.083.83.010.07 - CONTRACT 1252: CONTRACT MOD	1,810,094	1,810,094	0	0	1,810,094	0		
1.3.083.83.020.03 - CONTRACT 1252: CONTRACT MOD	1,004,156	1,004,156	0	0	1,004,156	0		
1.3.083.83.040.02 - CONTRACT 1252: CONTRACT MOD	1,035,588	1,035,588	0	0	1,035,588	(0)		
1.3.083.83.040.03 - CONTRACT 1252: CONTRACT MOD	453,475	453,475	0	0	453,475	0		
1.3.083.83.040.08 - CONTRACT 1252: CONTRACT MOD	(4,488,326)	(4,488,326)	0	0	(4,488,326)	0		
1.3.083.93.010.07 - CONTRACT 1252: TUNNEL ALLOC CONTING	0	0	0	0	0	0	68	
CONTRACT 1300 - STATIONS, TRACKWORK AND SYSTEMS TOTAL	929,347,797	976,991,117	36,153,579	6,723,427	983,714,545	-54,366,748	69	
84 - UNION SQUARE/MARKET STREET STATION (UMS) - WORK PACKAGE 1253	294,030,590	289,699,821	241,329	185,642	289,885,463	4,145,127	21	
1.3.084.03.020.03 - UMS.1253: UNDERGROUD STATION	253,081,452	251,354,048	212,298	82,275	251,436,323	1,645,129		
1.3.084.03.020.07 - UMS.1253: ELEVATORS ESCALATOR	9,465,694	9,106,679	0	71,517	9,178,196	287,498		
1.3.084.03.040.01 - UMS.1253: DEMOLITION CLEARING	6,071,588	6,071,588	0	0	6,071,588	0		
1.3.084.03.040.02 - UMS.1253: SITE UTILITIES UTIL	4,360,395	4,360,395	0	0	4,360,395	0		
1.3.084.03.040.03 - UMS.1253: HAZARDOUS MATERIALS	550,000	322,499	0	0	322,499	227,501		
1.3.084.03.040.04 - UMS.1253: ENVIRONMENTAL MITIGA	244,500	194,500	0	0	194,500	50,000		
1.3.084.03.040.06 - UMS.1253: PEDESTRIAN/BIKE	18,969	18,969	647	0	18,969	0		
1.3.084.03.040.07 - UMS.1253: AUTOMOBILE BUS ACCE	1,158,410	1,047,609	0	0	1,047,609	110,801		
1.3.084.03.040.08 - UMS.1253: TEMPORARY FACILITIES	11,139,701	10,096,359	962	0	10,096,359	1,043,342		
1.3.084.03.050.02 - UMS.1253: TRAFFIC SIGNALS AND	4,773,076	4,773,076	0	0	4,773,076	0		
1.3.084.03.050.03 - UMS.1253: TRACTION POWER SUPPL	1,815,534	1,079,909	16,250	0	1,079,909	735,625		
1.3.084.03.050.04 - UMS.1253: TRACTION POWER DISTR	216,957	191,708	7,952	0	191,708	25,249		
1.3.084.03.050.05 - UMS.1253: COMMUNICATIONS	1,134,314	1,082,482	3,220	31,850	1,114,332	19,982		
84 - UNION SQUARE/MARKET STREET STATION (UMS) CMODs	20,744,337	28,358,080	7,911,760	(7,580,025)	20,778,055	(33,718)		
1.3.084.84.020.03 - CMOD:UMS.1253: UNDERGROUD STATION	1,832,330	1,809,040	0	0	1,809,040	23,290		
1.3.084.84.020.07 - CMOD:UMS.1253: ELEVATORS, ESCALATORS	490,000	490,000	0	0	490,000	0		
1.3.084.84.040.01 - CMOD:UMS.1253: DEMOLITION CLEARING	944,987	944,987	0	0	944,987	0		
1.3.084.84.040.02 - CMOD:UMS.1253: SITE UTILITIES UTIL	3,270,038	3,270,038	0	0	3,270,038	0		
1.3.084.84.040.03 - CMOD:UMS.1253: HAZARDOUS MATERIALS	349,730	349,730	0	0	349,730	0		
1.3.084.84.040.07 - CMOD:UMS.1253: AUTOMOBILE BUS ACCE	0	20,580,025	7,911,760	(20,580,025)	0	0	69a	
1.3.084.84.040.08 - CMOD:UMS.1253: TEMPORARY FACILITIES	13,809,103	809,103	1	13,000,000	13,809,103	0		
1.3.084.84.050.05 - CMOD:UMS.1253: COMMUNICATIONS	48,149	105,157	0	0	105,157	(57,008)		
1.3.084.94.020.03 - UMS.1253: AC: ALLOC CONTING	(744,337)	0	0	0	0	(744,337)	41	
85 - CHINATOWN STATION (CTS) - WORK PACKAGE 1254	247,567,810	237,798,758	535,476	1,339,637	239,138,395	8,429,415		
1.3.085.04.010.07 - CTS.1254: GUIDEWAY: UNDERGROUND TUNNEL	76,417,579	76,417,579	0	0	76,417,579	0		
1.3.085.04.020.03 - CTS.1254: UNDERGROUND STATION	133,001,053	125,193,544	392,733	1,039,334	126,232,878	6,768,175		
1.3.085.04.020.07 - CTS.1254: ELEVATORS ESCALATOR	6,812,856	6,284,976	46,092	165,706	6,450,682	362,174		
1.3.085.04.040.01 - CTS.1254: DEMOLITION CLEARING	400,000	400,000	0	0	400,000	0		
1.3.085.04.040.02 - CTS.1254: SITE UTILITIES UTIL	6,001,718	5,999,218	2,501	0	5,999,218	2,500		
1.3.085.04.040.03 - CTS.1254: HAZARDOUS MATERIALS	350,000	230,000	0	0	230,000	120,000		

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1.3.085.04.040.04 - CTS.1254: ENVIRONMENTAL MITIGA	325,665	222,460	0	0	222,460	103,205		
1.3.085.04.040.06 - CTS.1254: PEDESTRIAN/BIKE	15,000	15,000	15,000	0	15,000	0		
1.3.085.04.040.07 - CTS.1254: AUTOMOBILE BUS ACCE	225,677	175,677	45,669	35,708	211,385	14,292		
1.3.085.04.040.08 - CTS.1254: TEMPORARY FACILITIES	16,571,322	16,116,322	0	0	16,116,322	455,000		
1.3.085.04.050.02 - CTS.1254: TRAFFIC SIGNALS AND	1,599,593	1,665,256	1	0	1,665,256	(65,663)		
1.3.085.04.050.03 - CTS.1254: TRACTION POWER SUPPL	4,063,927	3,641,952	21,350	49,150	3,691,102	372,825		
1.3.085.04.050.04 - CTS.1254: TRACTION POWER DISTRIBUTION	124,481	94,490	0	0	94,490	29,991		
1.3.085.04.050.05 - CTS.1254: COMMUNICATIONS	1,658,938	1,342,283	12,130	49,739	1,392,022	266,916		
85 - CHINATOWN STATION (CTS) CMODs	62,581,923	59,550,428	1,752,303	(6,910,784)	52,639,644	9,942,279	71	
1.3.085.85.020.03 - CMOD:CTS.1254: UNDERGROUND STATION	1,201,478	1,126,478	0	0	1,126,478	75,000		
1.3.085.85.020.04 - CMOD:CTS.1254: OTHER STATIONS, LANDING, TERMINALS: INTERMODAL, FERRY, TROLLEY, ETC	9,360,183	0	0	0	0	9,360,183		
1.3.085.85.040.01 - CMOD:CTS.1254: POWER POLE	155,956	148,212	0	0	148,212	7,744		
1.3.085.85.040.02 - CMOD:CTS.1254: SITE UTILITIES UTIL	4,022,598	3,996,251	0	0	3,996,251	26,347		
1.3.085.85.040.03 - CMOD:CTS.1254: HAZARDOUS MATERIALS	3,895,399	3,895,399	3	0	3,895,399	0		
1.3.085.85.040.08 - CMOD:CTS.1254: TEMPORARY FACILITIES	43,946,308	43,473,304	0	0	43,473,304	473,004		
1.3.085.85.050.05 - CMOD:CTS.1254: COMMUNICATIONS		6,910,784	1,752,300	(6,910,784)	0	0	71a	
1.3.085.95.020.03 - CTS.1254: AC: ALLOC CONTING	(40,964,029)	0	0	0	0	(40,964,029)	72	
86 - YERBA BUENA MOSCONE STATION (YBM) - WORK PACKAGE 1255	158,089,000	155,504,147	360,127	166,421	155,670,568	2,418,432		
1.3.086.05.020.03 - YBM.1255: UNDERGROUND STATION	118,405,840	118,065,704	354,536	10,643	118,076,347	329,493		
1.3.086.05.020.07 - YBM.1255: ELEVATORS ESCALATOR	5,333,287	5,019,079	0	124,028	5,143,107	190,180		
1.3.086.05.040.01 - YBM.1255: DEMOLITION CLEARING	657,000	657,000	0	0	657,000	0		
1.3.086.05.040.02 - YBM.1255: SITE UTILITIES UTIL	7,163,278	7,163,278	2	0	7,163,278	0		
1.3.086.05.040.03 - YBM.1255: HAZARDOUS MATERIALS	2,629,439	2,140,188	0	0	2,140,188	489,251	73	
1.3.086.05.040.04 - YBM.1255: ENVIRONMENTAL MITIGA	100,000	32,019	0	0	32,019	67,981		
1.3.086.05.040.06 - YBM.1255: PEDESTRIAN/BIKE	16,665	1	0	0	1	16,664		
1.3.086.05.040.07 - YBM.1255: AUTOMOBILE BUS ACCE	1,542,725	1,539,725	0	0	1,539,725	3,000		
1.3.086.05.040.08 - YBM.1255: TEMPORARY FACILITIES	15,564,753	15,177,965	962	0	15,177,965	386,788		
1.3.086.05.050.02 - YBM.1255: TRAFFIC SIGNALS AND	1,726,492	1,726,492	0	0	1,726,492	0		
1.3.086.05.050.03 - YBM.1255: TRACTION POWER SUPPL	3,708,425	2,753,850	1	31,250	2,785,100	923,325		
1.3.086.05.050.05 - YBM.1255: COMMUNICATIONS	1,241,096	1,228,846	4,626	500	1,229,346	11,750		
1.3.086.05.050.06 - YBM.1255: FARE COLLECTION SYST	0	0	0	0	0	0		
86 - YERBA BUENA MOSCONE STATION (YBM) CMODs	4,889,959	16,229,485	3,335,940	(11,773,621)	4,455,864	434,095		
1.3.086.86.020.03 - CMOD:YBM.1255: UNDERGROUND STATION	466,470	456,470	0	0	456,470	10,000		
1.3.086.86.020.07 - CMOD:YBM.1255: ELEVATORS ESCALATOR	210,055	210,055	0	0	210,055	0		
1.3.086.86.040.01 - CMOD:YBM.1255: DEMOLITION CLEARING	266,386	259,386	0	0	259,386	7,000	73	
1.3.086.86.040.02 - CMOD:YBM.1255: SITE UTILITIES UTIL	3,570,282	3,158,755	0	0	3,158,755	411,527		
1.3.086.86.040.03 - CMOD:YBM.1255: HAZARDOUS MATERIALS	150,828	150,828	0	0	150,828	0		
1.3.086.86.040.04 - CMOD:YBM.1255: ENVIRONMENTAL MITIGA	102,734	102,734	0	0	102,734	0		
1.3.086.86.040.06 - CMOD:YBM.1255: PEDESTRIAN/BIKE	35,489	29,921	0	0	29,921	5,568		
1.3.086.86.040.08 - CMOD:YBM.1255: TEMPORARY FACILITIES	87,715	87,715	0	0	87,715	0		
1.3.086.86.050.05 - CMOD:YBM.1255: COMMUNICATIONS		11,773,621	3,335,940	(11,773,621)	0	0	73a	
1.3.086.96.020.03 - YBM.1255: AC: ALLOC CONTING	10,110,042	0	0	0	0	10,110,042	74	

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87 - SURFACE TRACKWORK AND SYSTEMS -WORK PACKAGE 1256	139,989,000	123,739,450	5,378,919	2,669,895	126,409,345	13,579,655		
1.3.087.09.010.02 - STS.1256: GUIDEWAY: AT-GRADE SEMI-EXCLUSIVE (ALLOWS C	2,860,000	2,860,000	0	0	2,860,000	0		
1.3.087.09.010.06 - STS.1256: GUIDEWAY: UNDERGROUND CUT & CVR	9,257,731	8,951,588	14,554	0	8,951,588	306,143		
1.3.087.09.010.07 - STS.1256: GUIDEWAY: UNDERGROUND	16,723,552	16,296,101	94,932	42,151	16,338,252	385,300		
1.3.087.09.010.09 - STS.1256: TRACK DIRECT FIXATION	6,761,089	6,756,657	(0)	0	6,756,657	4,432		
1.3.087.09.010.12 - STS.1256: TRACK: SPECIAL	4,449,637	4,449,637	0	0	4,449,637	0		
1.3.087.09.020.01 - STS.1256: AT-GRADE STATION	7,602,857	6,623,111	245,547	256,984	6,880,095	722,762		
1.3.087.09.040.02 - STS.1256: SITE UTILITIES, UTILITY RELOCA	17,464,046	14,682,874	1	2,250	14,685,124	2,778,922		
1.3.087.09.040.03 - STS.1256: HAZARDOUS MATERIALS	200,000	0	0	0	0	200,000	73	
1.3.087.09.040.04 - STS.1256: ENVIRONMENTAL MITIGATION	50,000	0	0	0	0	50,000	73	
1.3.087.09.040.07 - STS.1256: AUTOMOBILE BUS ACCE	2,116,925	2,116,925	1	0	2,116,925	0		
1.3.087.09.040.08 - STS.1256: TEMPORARY FACILITIES	13,896,832	13,835,367	100,000	0	13,835,367	61,464		
1.3.087.09.050.01 - STS.1256: TRAIN CONTROL AND SIGNALS	27,543,451	22,889,356	2,193,807	2,061,880	24,951,236	2,592,215		
1.3.087.09.050.02 - STS.1256: TRAFFIC SIGNALS AND	4,463,368	3,798,419	1	0	3,798,419	664,949		
1.3.087.09.050.03 - STS.1256: TRACTION POWER SUPPL	9,889,014	8,954,031	15,899	246,630	9,200,661	688,353		
1.3.087.09.050.04 - STS.1256: TRACTION POWER DISTRIBUTION	6,099,675	3,846,769	0	14,595	3,861,364	2,238,311		
1.3.087.09.050.05 - STS.1256: COMMUNICATIONS	7,996,237	5,957,653	2,714,178	41,405	5,999,058	1,997,179		
1.3.087.09.050.07 - STS.1256: CENTRAL CONTROL	2,614,586	1,720,962	0	4,000	1,724,962	889,624		
87 - SURFACE TRACKWORK AND SYSTEMS (STS) CMODs	78,359,138	66,110,949	16,637,723	28,626,262	94,737,212	(16,378,073)		
1.3.087.89.020.03 - CMOD:STS.1256: UNDERGROUND STATION	(4,876,785)	(4,876,785)	(0)	0	(4,876,785)	0		
1.3.087.89.040.01 - CMOD:STS.1256: DEMOLITION, CLEARING, EARTHWORK	399,000	399,000	0	0	399,000	0		
1.3.087.89.040.02 - CMOD:STS.1256: SITE UTILITIES, UTILITY RELOCA	1,482,322	1,345,797	1	0	1,345,797	136,525		
1.3.087.89.040.03 - CMOD:STS.1256: HAZARDOUS MATERIALS	18,221	18,221	2	0	18,221	0		
1.3.087.89.040.07 - CMOD:STS.1256: AUTOMOBILE BUS ACCE	16,530,003	18,784,307	14,900,000	(2,254,304)	16,530,003	0		
1.3.087.89.040.08 - CMOD:STS.1256: TEMPORARY FACILITIES	64,753,360	34,223,300	58,340	29,907,076	64,130,376	622,984	74a	
1.3.087.89.050.01 - CMOD:STS.1256: TRAIN CONTROL	(1,856,144)	13,304	0	0	13,304	(1,869,448)		
1.3.087.89.050.02 - CMOD:STS.1256: TRAFFIC SIGNALS AND	242,427	220,000	0	0	220,000	22,427		
1.3.087.89.050.05 - CMOD:STS.1256: COMMUNICATIONS	1,666,735	15,983,805	1,679,380	973,490	16,957,296	(15,290,561)		
1.3.087.99.020.01 - STS.1256: AC: ALLOC CONTING	(45,305,636)	0	0	0	0	(45,305,636)	75	
88 - STATIONS CONTRACT 1300	2,435,063	1,213,954	4,203	1,345	1,215,299	1,219,764		
1.3.088.06.080.04 - CN1300 CONSTRUCTION TRAILER [68CPT5441316.CPT5441316]	80,000	0	0	0	0	80,000		
1.3.088.06.080.04 - DT-CN1300 COMMUNICATIONS INSTALL [68CPT5441317.CPT544	1,430,594	156,022	0	0	156,022	1,274,572		
1.3.088.06.080.04 - MTA Communications - Business Liaison to support CN1300 CON[68C	420,000	343,778	0	0	343,778	76,222		
1.3.088.06.080.04 - IT-CN1300 Installation [68CPT5441319.CPT5441319]	448,371	290,864	4,203	1,345	292,209	156,162		
1.3.088.06.080.04 - CN1300 Installation Maintenance [68CPT5441320.CPT5441320]	25,000	382,655	0	0	382,655	(357,655)		
1.3.088.06.080.04 - DT Support - Stations [68CPT544135.CPT5441325]	31,098	40,635	0	0	40,635	(9,537)		
141 - CONSTRUCTION ADMINISTRATION	0	0	0	0	0	0		
1.3.141.97.080.04 - CONSTR.ADMIN:ALLOC CONTING	0	0	0	0	0	0	75a	
142 - LEGAL/PERMITS	2,014,204	0	0	0	0	2,014,204		
1.3.142.01.080.06 - LGL.PRMITSF:LEGAL; PERMITS	2,014,204	0	0	0	0	2,014,204		
144 - STARTUP	8,300,329	0	0	0	0	8,300,329		
1.3.144.01.080.08 - STRT: STARTUP (SFMTA Transit)	6,941,907	0	0	0	0	6,941,907		
1.3.144.97.080.08 - STRTA: AC STARTUP ALLOC CONTIN	1,358,422	0	0	0	0	1,358,422		

[A] Cost Account Description	[B] Dec 2020 Budget (YOE)	ACTUAL COSTS					[G] VARIANCE (B - F)	COST REPORT NOTES
		[C] PRIOR MONTH Total	[D] PRIOR MONTH Monthly	[E] CURRENT Monthly	[F] CURRENT Total			
151 - TEMPORARY LICENSE AGREEMENT	17,000	0	0	0	0	17,000		
1.3.151.01.080.06 - TEMP.LICPORARY LICENSE AGREEME	17,000	0	0	0	0	17,000		
170 - COMMUNICATIONS CONNECTIONS	10,599,579	2,403,913	0	0	2,403,913	8,195,666		
1.3.170.01.050.04 - COMM.CONNN:COMMUNICATION CONN	5,757,629	0	0	0	0	5,757,629		
1.3.170.01.050.05 - CSP Radio Design	641,950	641,950	0	0	641,950	0		
1.3.170.01.050.05 - CSP Radio Cable	377,788	321,963	0	0	321,963	55,825		
1.3.170.01.050.05 - CSP Radio Procurement	3,822,212	1,440,000	0	0	1,440,000	2,382,212		
181 - AON RISK INSURANCE CS 163	26,803,757	25,119,206	0	0	25,119,206	1,684,551		
1.3.181.01.040.08 - AON.CS163 AON RISK INS.	26,778,757	25,094,206	0	0	25,094,206	1,684,551		
1.3.181.01.080.03 - AON.CS171 AON RISK INS. STUDY	25,000	25,000	0	0	25,000	0		
191 - FARE COLLECTION CONTRACTOR	5,400,000	366,130	213,278	0	366,130	5,033,871		
1.3.191.01.050.06 - FARE.CONSUM:FARE COLLECTION	5,400,000	366,130	213,278	0	366,130	5,033,871		
192 - THALES T&S CENTRAL CONTROL	19,421,326	10,698,655	0	0	10,698,655	8,722,671		
1.3.192.01.050.01 - THALES T&S ATCS	487,972	106,179	0	0	106,179	381,793		
1.3.192.01.050.01 - CN1266-2 Advanced Train Control System (ATCS) - Implementation	15,507,930	7,475,844	0	0	7,475,844	8,032,086		
1.3.192.01.050.01 - CN1266-1 Advanced Train Control System (ATCS) - Equipment	3,425,424	3,116,632	0	0	3,116,632	308,792		
202 - JOC2-022.0	63,938	0	0	0	0	63,938		
1.3.202.01.040.02 - JOC2-022:15&22 POTHOLING UTIL1 LGHT FNDS	63,938	0	0	0	0	63,938		
203 - JOC2-029.0	53,317	0	0	0	0	53,317		
1.3.203.07.040.02 - JOC0292-029: RELOCATE VAULTS-S	53,317	0	0	0	0	53,317		
302 - PG&E	1,988,173	3,874,699	0	0	3,874,699	(1,886,526)		
1.3.302.03.050.03 - PGE PERMANENT POWER UMS	(2,350,000)	0	0	0	0	(2,350,000)		
1.3.302.03.050.03 - PGE POWER FEED UMS	2,959,826	1,305,477	0	0	1,305,477	1,654,349		
1.3.302.04.050.03 - PGE PERMANENT POWER CTS	(2,350,000)	0	0	0	0	(2,350,000)		
1.3.302.04.050.03 - PGE POWER FEED CTS	2,959,826	0	0	0	0	2,959,826		
1.3.302.05.050.03 - PGE PERMANENT POWER YBM	(2,368,540)	0	0	0	0	(2,368,540)		
1.3.302.05.050.03 - PGE POWER FEED YBM	3,125,222	2,569,222	0	0	2,569,222	556,000		
1.3.302.09.050.03 - PGE POWER FEED STS	11,839	0	0	0	0	11,839		
331 - BAY AREA RAPID TRANSIT (BART)	951,356	476,611	0	0	476,611	474,745		
1.3.331.01.080.04 - CM:SFMTA LABOR-ENG SVCS-IRP/BART/SF	50,000	33,152	0	0	33,152	16,848		
1.3.331.01.080.06 - CM: BAY AREA RAPID TRANSIT (BART) [122A]	901,356	443,459	0	0	443,459	457,897		
333 - AMERICAN PUBLIC TRANSP. ASSOCIATION (APTA) CS-APTA	146,500	62,112	0	0	62,112	84,388		
1.3.333.01.080.03 - APTA:APTA - IRP [2G]	46,500	31,054	0	0	31,054	15,446		
1.3.333.01.080.03 - APTA:APTA - IRP [2C]	100,000	31,058	0	0	31,058	68,942		
334 - BART FARE COLLECTION SYSTEM	700,000	475,136	0	0	475,136	224,864		
1.3.334.01.050.06 - BART:BART FARE COLLECTION EQP	700,000	475,136	0	0	475,136	224,864		
401 - ECONOMIC AND WORKFORCE DEVELOPMENT (EWD)	17,600	17,600	0	0	17,600	0		
1.3.401.01.080.04 - EWD: MAYORS OFFICE ECON DEV	17,600	17,600	0	0	17,600	0		
402 - DEPARTMENT OF TECHNOLOGY	242,371	250,534	0	0	250,534	(8,163)		
1.3.402.07.050.04 - DT:1UTL:COMM. CONNECTIONS	166,756	179,179	0	0	179,179	(12,423)		
1.3.402.08.050.04 - DT:2UTL:COMM.CONNECTIONS	75,615	71,354	0	0	71,354	4,261		
404 - DEPARTMENT OF BUILDING INSPECTION (DBI)	1,204,081	1,204,081	0	0	1,204,081	0		

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1.3.404.01.080.06 - DPT OF BUILDING INSPECTION	1,204,081	1,204,081	0	0	1,204,081	0		
491 - FORM B - REIMBURSEMENT	(12,227,954)	0	0	0	0	(12,227,954)		
1.3.491.02.040.02 - FORMB - CONTRACT 1252 UTILITY REIMBUR	(254,050)	0	0	0	0	(254,050)	76	
1.3.491.03.040.02 - FORMB - UMS:CONTRACT 1300 UTILITY REIMBURSEMENT	(528,370)	0	0	0	0	(528,370)	77	
1.3.491.04.040.02 - FORMB - CTS:CONTRACT 1300 UTILITY REIMBURSEMENT	(451,703)	0	0	0	0	(451,703)	78	
1.3.491.05.040.02 - FORMB - YBM:CONTRACT 1300 UTILITY REIMBURSEMENT	(100,000)	0	0	0	0	(100,000)	79	
1.3.491.06.040.02 - FORMB - CONTRACT 1300 UTILITY REIMBUR	0	0	0	0	0	0	80	
1.3.491.07.040.02 - FORMB - CONTRACT 1250 UTILITY REIMBUR	(2,275,419)	0	0	0	0	(2,275,419)	81	
1.3.491.08.040.02 - FORMB - CONTRACT 1251 UTILITY REIMBUR	(7,618,412)	0	0	0	0	(7,618,412)	82	
1.3.491.09.040.02 - FORMB - STS:CONTRACT 1300 UTILITY REIMBURSEMENT	(1,000,000)	0	0	0	0	(1,000,000)	83	
TOTAL CONSTRUCTION PHASE	1,453,126,858	1,471,282,983	39,319,625	10,041,563	1,481,324,545	(28,197,688)		
1.4.091.01.070.01 - LRVS: LIGHT RAIL VEHICLES RFP [34B]	1,324,123	1,319,773	0	0	1,319,773	4,350		
1.4.091.01.070.01 - LRVS: LIGHT RAIL VEHICLES PROJECT MGT [68E]	828,009	828,009	0	0	828,009	0		
1.4.091.01.070.01 - LRVS: LRV PROCUREMENT ODC	25,000	0	0	0	0	25,000		
1.4.091.01.070.01 - LRVS: LRV PROCUREMENT	14,622,868	9,781,465	0	0	9,781,465	4,841,403		
1.4.091.97.070.01 - LRVA:AC: VEHICLES ALLOC CONTI	0	0	0	0	0	0	26	
TOTAL VEHICLES	16,800,000	11,929,247	0	0	11,929,247	4,870,753		
1.5.015.01.060.01 - RE: EASEMENT ACQUISIT	400,000	322,939	0	0	322,939	77,061		
1.5.015.01.060.01 - RE: REAL EST SITE ACQ	15,955,138	14,224,616	0	0	14,224,616	1,730,522		
1.5.015.01.060.01 - RE: REAL ESTATE	766,272	766,272	0	0	766,272	0		
1.5.015.01.060.01 - RE: REC & PARK MOU	6,987,624	6,987,624	0	0	6,987,624	0		
1.5.015.01.060.01 - RE:-DEPT OF TRANSPOR	2,686,000	2,686,000	0	0	2,686,000	0		
1.5.015.01.060.01 - RE:-LICENSES FEES	400,000	381,311	0	0	381,311	18,689		
1.5.023.01.060.01 - ATTY:REAL ES	2,764,872	2,764,872	0	0	2,764,872	0		
1.5.101.01.060.02 - RES.RELO: RELOCATION COST	1,275,200	1,289,701	0	0	1,289,701	(14,501)		
1.5.102.01.060.02 - COMM.RELO-RELOC COMMERCIAL	905,311	1,119,729	0	0	1,119,729	(214,418)		
TOTAL ROW, LAND, EXISTING IMPROVEMENTS	32,140,418	30,543,065	0	0	30,543,065	1,597,353		
90 - CONTINGENCY	1,001,869	0	0	0	0	1,001,869		
1.7.500.91.090.00 - UNALLOCATED CONTINGENCY	1,001,869					1,001,869	84	
TOTAL ALLOCATED CONTINGENCY	0					0		
TOTAL PROJECT COST	1,664,687,193	1,674,315,803	39,352,280	10,041,563	1,684,357,366	(19,670,173)		

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7.1 Program Project Budget	
1	The Central Subway Project (CSP) (SFMTA Capital Program CPT 544) is defined in the FTA-SFMTA October 2012 Full Funding Grant Agreement with a budget of \$1.578 billion.
2	The TBM Retrieval Shaft Relocation (SFMTA Capital Program CPT 690) is one of four capital projects that is related to CSP. These projects are reported for background information as needed outside of the main body of the Project Monthly Progress Report.
3	The Chinatown Plaza (CPT 718) is for Chinatown Station enhancement capital project. The project has funding outside of the Central Subway Project. The construction is carried out in Contract 1300 Contract Modifications.
4	CPT 665 is a Real Estate project to relocation in compliance with California regulations for business relocations but outside of the Central Subway Project as defined by the FTA FFGA.
5	CPT 705 is an SFMTA capital improvement between the Agency and community stakeholders outside of the Central Subway Project.
6	Utility company reimbursements (Form B) result in funds received for work carried out on behalf of utilities concurrent to CSP work to achieve efficiencies.
7	PG&E Power Feed reimbursement funds are the refunds from PG&E when completion of Stations construction and switch to permanent power.
8	BART Elevator funds are reimbursements for work carried out on behalf of BART to install BART Powell Street Station elevator.
9	The Tutor Perini - CAD Files funds are the result of payments by the contractor for project documentation not included in the contract.
10	SFPUC Sewer Main funds are reimbursements for work carried out on behalf of San Francisco PUC (includes 10% construction contingency).
11	Traffic Effectiveness Project funded Contract Modification #40 for Culvert, Street & Sidewalk Restoration in North Beach are reimbursements for work carried out in Contract 1252 on behalf of SFMTA SSD.
12	SFPUC 24" Water Main funds are reimbursements for work carried out in Contract 1252 Contract Modification #41 on behalf of San Francisco PUC (includes construction management cost).
13	SFPUC North Beach 24" Water Main Additional Work funds are reimbursements for work carried out in Contract 1252 Contract Modification #48 on behalf of San Francisco PUC (includes construction management cost).
14	CN1300 Contract Modification #6 is funded by Chinatown Plaza (CPT 718) project.
15	Traffic Effectiveness Project funded Contract Modification #51 for support for North Beach Restoration, OCS and Streetlighting which are reimbursements for work carried out in Contract 1252.
16	Public Works' funds are for reimbursements for work carried out on behalf of Public Works MOU for Water Line above YBM Station.
17	SFWD funded Contract Modification #60 for 8' water line at the intersection of Fourth and Jessie Street which are reimbursements for work carried out in Contract 1252.
17a	The Chinatown Plaza (CPT 718) is used for Chinatown Station enhancement. The project has funding outside of the Central Subway Project. The construction is carried out in Contract 1300 Contract Modifications. CMOD#123 is being partially funded by CPT718 funding.

7.4 Contingency Management Trend Report	
18	In Oct 2014 Report, updated Contract 1250 contract cost to segregate contract amount and contract modification amount. Note that September 2013 Supplemental Authorized Contingency "column f" did not include completed contract.
19	In Oct 2014 Report, updated Contract 1251 contract cost to segregate contract amount and contract modification amount. Note that September 2013 Supplemental Authorized Contingency "column f" did not include completed contract.
20	Contract 1252 Original Contract Value "column a" and Original Contingency "column f" did not match September 2013 Supplemental due to Supplemental were used the revised value to reflect Contract Modifications #3-#18. Reduced Contract 1252 contingency to reflect CMod #20 for retrieval shaft relocation cost \$5.15M funded by CPT690, CMod #40 for Culvert, Street & Sidewalk Restoration cost \$694,651 funded by Traffic Effectiveness Project (TEP), and CMod #41 for install 24" Water Main in North Beach cost \$328,860 funded by SFPUC. In August 2015 report, release \$15M CN1252 Tunnel assigned contingency to program unallocated contingency. In March 2106 report, reduced Contract 1252 contingency by \$377,435 cost to reflect certification of five CMODS. CMod#49, #52 and #53 total \$221,967 are funded by CPS. CMod#51 Support for North Beach Restoration, OCS and Streetlighting cost of \$155,468 is being funded by TEP. Released \$155,468 CN1252 allocated contingency to program's unallocated contingency. In May 2016 report, reduced Contract 1252 contingency by \$185,913 cost to reflect certification of two CMODS. In July 2016 report, increased Contract 1252 contingency by \$15,259 cost to reflect certification of one CMOD. In October 2016 report, increased Contract 1252 contingency by \$319,658 to reflect certification of three credit CMODS. In March 2018 report, increased Contract 1252 contingency by \$131,715 cost to reflect certification of two CMODS.
21	BART Elevator scope and SFPUC Sewer Main scope is in Contract 1300; effort will be funded by BART. In January 2015 Report, corrected Station Contract value to match awarded amount. In March 2019, \$18,036,709 was taken out of original contract of \$879,676,400 due to ATCS no longer being done by Tutor hence new revised budget of \$861,639,691. In August 2019, used new methodology to report on the potential changes to our contract cost. See backup via SCC codes. The budget number in cell m14 has also been updated to reflect the true cost.
22	In March 2016 Report, lowered Contract 1300 Stations CTS contingency by \$75,000 because Contract Modification #6 was funded by Project CPT718. In Nov 2016 report, reversed moving contingency.
23	In December 2017 Report, \$1,060,000 Job Readiness Budget is shown as an approved change in Column "b". In March 2019 report, \$18,036,709 taken out of Tutor contract (STS package) and put into unallocated contingency. We then used the same amount from unallocated contingency, \$18,036,709 and moved to its own line for the ATCS (advanced train control system) contract. As of March 2019, Tutor has not given us credit for the \$18,036,709 that is still sitting on the STS AL-14 bid item. That bid item should not be \$25M but instead be \$7,054,078 to reflect amount we have previously paid out. We will continue to monitor the STS-AL bid item to make sure Tutor corrects the amount. In August 2019, we are showing the \$4,841,950 from unallocated program contingency being moved to SCC 50 Systems category.
24	In December 2017 Report, there is a change in Column "f" and Column "h" to reflect reporting to include CN1250 and CN1251. Prior to this, Column "f" and Column "h" reporting excluded CN1250 and CN1251.

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25	In April 2015 report, real estate budget stated in RAMP Rev5 is \$36.7M, including \$1M contingency. The cost workbook ROW & contingency budget reflects this with \$36,511,799 and \$1,000,000 respectively. Revised cost book ROW budget & contingency to be \$37,511,799. The \$4,265,478 Caltrans lease savings is allocated to ROW allocated contingency. In February 2017, released \$5,265,478 from completed phase Real Estate assigned contingency to program unallocated contingency. In September 2020, re-programmed, re-aligned and re-adjusted the allocated STS contingency to increase by \$22,708,106 due to funding received.
26	In Dec 2014 Report, redistributed LRV budget to reflect recent firm bid cost per vehicle (\$3,327,250/unit) from vehicle procurement contract award. (SFMTA Board meeting 15JUL14, calendar item #11). Vehicle line item total budget remains unchanged, redistributed fund by reducing base amount to \$13,309,000, column "c" and increased allocated contingency column "h", by same amount. In Dec 2018 Report, increased LRV budget by \$3,491,000 to reflect final costs of vehicles (\$4,200,000/unit) for vehicle procurement contract to \$16,800,000. Reduced LRV contract and transferred the \$9,585,653 from LRV contingency to unprogrammed contingency.
26a	In July 2018 Report, increased SCC 80 Professional Services category budget by \$2,263,498 due to additional costs related to CN1300 stations; cost was transferred from program unallocated contingency. In August 2019 report, we are realigned and adjusted the allocated contingency for Professional Services and moved to approved changes column.
27	In Oct 2014 Report, made two corrections: i) revised Professional Services, Original Contract Value "column a" from \$310,518,041 to \$310,618,041, ii) revised Original Cogency. "column f" unallocated contingency from \$3,883,481 to \$3,845,945. In April 2015 report, used \$500K program contingency for CS-175 Bayland Soil Process contract. In August 2015 Report, added \$15M from Contract 1252. In March 2016 Report, the \$155,468 costs funded by other project offset credits added to program's unallocated contingency. In August 2016 Report, used \$15M to UMS contingency and \$5M to CTS contingency. In February 2017, increased \$5,265,478 from real estate contingency to program unallocated contingency and used \$1M for CN1300 Job Readiness Program contract. In July 2018 report, used \$2,263,498 to increase SCC 80 Professional Services category regarding matters related to stations from program unallocated contingency. In August 2019 report, used \$4,841,950 to increased SCC 50 Systems category regarding matters related to CSP Radio from program unallocated contingency.
28	The total Central Subway Project budget of \$1.578 billion, based on the October 2012 FFGA with the FTA, is the primary MPR report reference. In September 2020, the project budget increased from \$1.578 billion to \$1.601 billion due to additional funding.
29	Estimate at Completion is shown at Column "e".
30	Estimate at Completion vs. Budget variance is shown at Column "k".
7.5 Contract Modification/Trend Log - Contract 1300 Stations	
31	Reported all trend cost for Contractor Change Order Requests and Proposed Contract Change and applied probability to forecasted trends. In April 2016 Report, reviewed probability formula and adjusted cost. In May 2017, updated probability formula and adjusted cost.

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7.6 Budget Revisions: Report Sorted by Construction Packages	
32	In Dec 2014 Report, reduced CN1252 allocated contingency by \$28K to execute Contract Modification #46, see Report 7.5 Detail Contingency Usage Report. In August 2015 report, release \$15M CN1252 Tunnel assigned contingency to program unallocated contingency. In March 2016 report, five contract modifications certified totaling \$377,435 of which \$155,468 is using another source of funding. Released \$155,648 from CN1252 Tunnel assigned contingency to program unallocated contingency. In May 2016 Report, reduced CN1252 allocated contingency by \$186K to execute Contract Modification #54 and #55, see Report 7.5 Detail Contingency Usage Report. In October 2016 Report, increased CN1252 allocated contingency by \$319,658 to execute three contract modifications (#57, #58 and #59), see Report 7.5 Detail Contingency Usage Report. In March 2018 Report, increased CN1252 allocated contingency by \$131,715 to execute two contract modifications (#61 and #62), see Report 7.5 Detail Contingency Usage Report. In December 2018 Report, released CN1252 allocated contingency of \$966,431 to program unallocated contingency.
33	In February 2017 report, initiated budget from program unallocated contingencies for CN1300 Job Readiness Program. CN1300 Job Readiness Program budget was part of CN1300 base value, a deduction contract modification will lower CN1300 contract value.
34	In April 2015, initiated budget from program unallocated contingencies for CS-175 Bayland Soil Process contract, refer to Note 20.
34a	In March 2019, initiated transfer due to budget being withdrawn from Tutor contract (STS package) to fund the Advanced Train Control System contract amount of \$18,036,709. CN1266-2 Advanced Train Control System (ATCS) Implementation for \$14,611,285 and CN1266-1 Advanced Train Control System (ATCS) Equipment for \$3,425,424.
34b	In December 2018, initiated budget from program unallocated contingencies for AON Risk Insurance, refer to Note 20.
35	In February 2017, released completed phase real estate assigned contingency \$5,265,478 to program unallocated contingency.
36	In Dec 2014 Report, redistributed LRV budget to reflect recent firm bid cost per vehicle (\$3,327,250/unit) from vehicle procurement contract award. (SFMTA Board meeting 15JUL14, calendar item #11). Vehicle line item total budget remains unchanged, redistributed fund by reducing base amount to \$13,309,000 and increased allocated contingency by same amount. In December 2018 Report, adjusted budget from \$13,309,000 to \$16,800,000 from allocated contingency. Took the remaining allocated contingency of \$9,585,653 and moved it to program unallocated contingency.
36a	In August 2019 Report, utilized the contingency of \$16,862,657 from 80.03 Project Management budget and 80.04 Construction Management budget and redistributed funds to align with AECOM budget to reflect true costs plus additional \$12,000,000 in 2019 annual work plan.

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37	<p>In October 2016 report, 1252 program contingency increased by \$319,658 due to execution of three contract modifications as credit offsets. In November 2016 report, took away \$75,000 funding from program's unallocated contingency and moved to CTS allocated contingency. In February 2017 report, initiated budget from program unallocated contingencies for CN1300 Job Readiness Program. CN1300 Job Readiness Program budget was part of CN1300 base value, a deduction contract modification will lower CN1300 contract value. Also released \$5,265,478 assigned real estate contingency to program unallocated contingency. In June 2017, initiated budget from Contract 1251's contract value (true final administrative close out cost) to program unallocated contingency, a deduction contract modification that lowered CN1251's contract value by \$125,501. In March 2018 report, 1252 program contingency increased by \$131,715 due to execution of two contract modifications as credit offsets. In July 2018, increased SCC category Professional Services in 80.04 Construction Management by \$2,263,498 by reducing program unallocated contingency. In August 2019, increased SCC category Other Construction in 50.05 CSP Radio by \$4,841,950 by reducing program unallocated contingency.</p>
38	<p>In April 2015 report, program contingency decreased by \$500,000. In August 2015 report, release \$15M CN1252 Tunnel assigned contingency to program unallocated contingency. In March 2016 report, released \$155,468 from Contract 1252 Tunnel assigned contingency and \$75,000 from Contract 1300 Stations assigned contingency totaling \$230,956. In August 2016, released a total of \$20M unassigned contingency to assigned contingency; \$15M to CN1300 UMS station and \$5M to CTS station. In February 2017 report, initiated budget from program unallocated contingencies for CN1300 Job Readiness Program. CN1300 Job Readiness Program budget was part of CN1300 base value, a deduction contract modification will lower CN1300 contract value. Also released \$5,265,478 assigned real estate contingency to program unallocated contingency. In July 2017, increased program unallocated contingency by \$125,501 due to CN1251's revised contract value. In July 2018, reduced program unallocated contingency by \$2,263,498 to fund additional costs for SCC category Professional Services in 80.04 Construction Management. In December 2018, reallocated CN1252 budget of 2,402,247 (due to closeout cmod reduction of 1,435,816 and contingency release of 966,430) and LRV budget contingency of 9,585,653 and released a total of 11,987,900 to unprogrammed contingency. In August 2019, reduced program contingency by \$4,841,950 to fund additional costs for SCC category Other Construction in 50.05 to fund CSP Radio related services. In August 2020, used \$5.25M of unprogrammed contingency to fund AECOM 2020 AWP \$4.5M and AECOM 2020 ODC \$750K. In October 2020, added \$20,265,846 to unprogrammed contingency.</p>
<p>7.7 Budget Expenditures by SCC Codes</p>	
39	<p>In March 2017, added new columns for "Supplemental 2013 Budget" and "Remaining Budget". In April, added new column for "Contingency". In May 2017, added new column for "Report Note". In May 2017, breakdown the combined SCC codes 10 to 50 into individual row for 10, 20, 40, 50 categories. Assigned SCC code to all CN1300 potential changes. Contract 1300 Station assigned contingency SCC are 20.01 and 20.03. The budget transfer is using assigned contingency to process contract modifications. In June 2017, adjusted and realigned SCC codes. In July 2018, the budget transfer is using SCC 90 program unallocated contingency to process an increase in budget for category SCC 80.03-90.04 PM For Design & Construction. In March 2019, added \$18,036,709 from taking out the ATCS from Tutor contract. The budget transfer was used to create a stand alone line for ATCS work in 50.01 under Thales. In August 2020, used \$5.25M of unprogrammed contingency to create AECOM 2020 AWP \$4.5M and AECOM 2020 ODC \$750K. In October 2020, used \$32M of unprogrammed contingency to increase the contingencies for CN1300 CTS, YBM and STS station; increased AECOM 2020 AWP & ODC by \$6M; increased CS 155.2 by \$3,728,919 and added \$20,265,846 to unprogrammed contingency.</p>

7.9 Detail Monthly Expenditure Report	
Phase 1 Preliminary Engineering	
40	In February 2017, line item budget was adjusted to line-up expenditures. Famis cost for Preliminary Engineering (PE) is \$48,210,903.71. Cost Report for Preliminary Engineering (PE) is \$46,542,060. Some Design cost reported in Famis were moved to Design Phase.
Phase 2 Design Phase	
41	Famis cost adjustment to transfer Project Management cost from July 2013 to Phase 3 Construction Phase.
42	Famis Phase 1 PE Index Code: 357906.CPT5441112 cost is \$10,222,939 \$8,949,300 is reported in Cost Report Phase 1 PE and the balance of \$1,273,639 is reported in Phase 2 Design.
43	1.2.021.01.080.03 - FD:CTYCO-ARTS COMMISSION [357909ART001.CPT5441227]: FAMIS: \$1,425,167 Cost Report: \$1,425,167 cost is reported in Phase 2 Design, 1.2.021.01.080.03 Cost Transfer: Remaining cost is reported in Phase 3 Construction, 1.3.021.01.080.03 - ARTS:CTYCO-ARTS COMMISSION [357909ART001.CPT5441227]
44	In December 2016 Report, Central Subway Project has re-activated CSA Audit Work Order to perform overhead audit for three consultant forms.
45	1.2.055.01.080.02 - FD:ODCs - 651 BRANNAN STREET [35CPT5441241.CPT5441241]: FAMIS: \$2,294,910 Cost Report: \$2,294,910 1.2.055.01.080.02 Cost Transfer: Future costs to be allocated to 1.3.055.01.080.02 - FD:ODCs - 651 BRANNAN STREET [35CPT5441241.CPT5441241]
46	1.2.063.01.080.03 - AECOM.CS149 OM-EPC JV CS149-PM [68CPT544133D.CPT544133D]: FAMIS: \$4,698,167 Cost Report: \$4,698,167 on 1.2.063.01.080.03 Cost Transfer: Future costs to 1.3.063.01.080.03 - AECOM.CS149 OM-EPC JV CS149-PM [68CPT544133D.CPT544133D]
47	AVA Cost \$395,204 is reported in Phase 2 Final Design 1.2.066.01.080.03
48	In January 2017 Report, remove variance amount of (\$920,555) that was incorrectly reported in August 2016.
49	1.2.071.01.080.02 - FD:FINAL DESIGN-DP1 [35CPT5441232.CPT5441232]: FAMIS: \$5,608,147 Cost Report: \$5,469,336 Cost Transfer: \$138,811 to 1.3.071.01.080.04 - FD:FINAL DESIGN-DP1 [35CPT5441232.CPT5441232]
50	1.2.072.01.080.02 - FD:FINAL DESIGN-DP2 [35CPT5441233.CPT5441233]: FAMIS: \$26,268,511 COST REPORT: \$26,220,609 COST TRANSFER: \$47,902 to 1.3.072.01.080.04 - FD:FINAL DESIGN-DP2 [35CPT5441233.CPT5441233]
51	1.2.073.01.080.02 - FD:FINAL DESIGN-DP3 [35CPT5441236.CPT5441236]: FAMIS: \$11,502,372 COST REPORT: \$11,432,312 COST TRANSFER: \$70,060 to 1.3.073.01.080.04 - CM: DP3 [35CPT5441236.CPT5441236]
Phase 3 Construction Phase	

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52	1.3.021.01.080.03 - ARTS:CTYCO-ARTS COMMISSION [357909ART001.CPT5441227]: FAMIS: \$1,525,982 Cost Report: \$1,425,167 1.2.021.01.080.03 Cost Transfer: any future costs to 1.3.021.01.080.03
53	In January 2017 Report, revised SCC Code from 1.2.032.02.080.02 -1424J-BOE LABOR [PWE1X5MPFUNA.CPT544112B112] to 1.3.032.06.080.04 to correct incorrect SCC assignment for DPW support to construction phase.
54	In January 2017 Report, revised SCC Code from 1.2.032.02.080.02 -1424J-BOE LABOR [PWE1X5MPFUNA.CPT544112C112] to 1.3.032.06.080.04 to correct incorrect SCC assignment for DPW support to construction phase.
55	In January 2017 Report, revised SCC Code from 1.2.032.02.080.02 -1424J-BOE LABOR [PWE1X5MPFUNA.CPT544112D112] to 1.3.032.06.080.04 to correct incorrect SCC assignment for DPW support to construction phase.
56	In January 2017 Report, revised SCC Code from 1.2.032.02.080.02 -1424J-BOE LABOR [PWE1X5MPFUNA.CPT544112E112] to 1.3.032.06.080.04 to correct incorrect SCC assignment for DPW support to construction phase.
57	In January 2017 Report, revised SCC Code from 1.2.032.02.080.02 -1424J-BOE LABOR [PWE1X5MPFUNA.CPT544112F112] to 1.3.032.06.080.04 to correct incorrect SCC assignment for DPW support to construction phase.
58	In January 2017 Report, revised SCC Code from 1.2.032.02.080.02 -1424J-BOE LABOR [PWE1X5MPFUNA.CPT544112G112] to 1.3.032.06.080.04 to correct incorrect SCC assignment for DPW support to construction phase.
59	1.3.055.01.080.02 - FD:ODCs - 651 BRANNAN STREET [35CPT5441241.CPT5441241]: FAMIS: \$2,294,910 Cost Report: \$2,294,910 1.2.055.01.080.02 - FD:ODCs - 651 BRANNAN STREET [35CPT5441241.CPT5441241] Cost Transfer: Future costs to be allocated to 1.3.055.01.080.02
60	1.3.063.01.080.03 - AECOM.CS149 OM-EPC JV CS149-PM [68CPT544133D.CPT544133D]: FAMIS: \$4,698,167 Cost Report: \$4,698,167 on 1.2.063.01.080.03 Cost Transfer: Future costs to 1.3.063.01.080.03 - AECOM.CS149 OM-EPC JV CS149-PM [68CPT544133D.CPT544133D]
61	In February 2017, transferred \$1,060,000 from programs unallocated contingency to initiate CN1300 JOB READINESS contracts, (cost account code 1.3.064.06.040.08). A deductive Construction Modification to CN1300 will process.
62	Used \$500K program contingency for CS-175 Bayland Soil Process contract. Refer to Report Notes #20.
63	1.3.071.01.080.04 - FD:FINAL DESIGN-DP1 [35CPT5441232.CPT5441232]: FAMIS: \$5,608,147 Cost Report: \$5,469,336 Cost Transfer: \$138,811 to 1.3.071.01.080.04 - FD:FINAL DESIGN-DP1 [35CPT5441232.CPT5441232]
64	1.3.072.01.080.04 - FD:FINAL DESIGN-DP2 [35CPT5441233.CPT5441233]: FAMIS: \$26,268,511 COST REPORT: \$26,220,609 COST TRANSFER: \$47,902 to 1.3.072.01.080.04 - FD:FINAL DESIGN-DP2 [35CPT5441233.CPT5441233]

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65	Contract 1251 Final cost is \$20,794,582.
66	In March 2016, July 2016 and October 2016, contract 1252 modifications budget and actuals have been realigned and adjusted to reflect actuals costs.
67	In March 2016, July 2016 and October 2016, contract 1252 modifications budget and actuals have been realigned and adjusted to reflect actuals costs.
68	Revised Contract 1252 allocated contingency SCC code from 040.08 to 010.07.
69	In July 2015 Report, used Contract 1300 Contractor schedule to report budget and actual cost. The Standard Cost Categories (SCC) allocation changed from previous reports. In August 2015 Report, adjusted some of Contract 1300 Contractor SCC assignment to match most of previous SCC assignment. In March 2016, \$75,000 Cmod#6 subtracted from CN1300 Stations contingency (using CPT718 funding) and transferred to Program contingency; this lead to the total CN1300 Station budget being lowered. In September 2020, received \$22,708,106 from local funds and added to CN1300 Station budget thus resulted it in being increased.
69a	In August 2020, based on Tutor's PP#82, there was a total of \$5,371,820 of costs that was not associated with bid item or cmod. Based on Tutor's spreadsheet, our CM team spread it across the four stations and attributed UMS with \$1,886,753 and having it sit in cost center 1.3.088.84.040.07.
70	Revised Contract 1300/UMS allocated contingency SCC code from 040.08 to 020.03.
71	In March 2016 Report, reduced Contract 1252 contingency by \$377,435 cost to reflect certification of five CMODS.
71a	In August 2020, based on Tutor's PP#82, there was a total of \$5,371,820 of costs that was not associated with bid item or cmod. Based on Tutor's spreadsheet, our CM team spread it across the four stations and attributed CTS with \$1,419,413 and having it sit in cost center 1.3.088.85.050.05.
72	Revised Contract 1300/CTS allocated contingency SCC code from 040.08 to 020.03.
73	Negative Current or Prior Monthly expenditure is due to replenish allowance expenses by approved Contract Modifications.
73a	In August 2020, based on Tutor's PP#82, there was a total of \$5,371,820 of costs that was not associated with bid item or cmod. Based on Tutor's spreadsheet, our CM team spread it across the four stations and attributed YBM with \$1,090,286 and having it sit in cost center 1.3.088.86.050.05.
74	Revised Contract 1300/YBM allocated contingency SCC code from 040.08 to 020.03.
74a	In August 2020, based on Tutor's PP#82, there was a total of \$5,371,820 of costs that was not associated with bid item or cmod. Based on Tutor's spreadsheet, our CM team spread it across the four stations and attributed STS with \$975,368 and having it sit in cost center 1.3.088.89.040.07.
75	Revised Contract 1300/STS allocated contingency SCC code from 040.08 to 020.01.
75a	In August 2019 Report, reallocated and aligned SCC 80 Professional Services category budget by \$2,956,812 due to additional costs; cost was transferred from construction management allocated contingency.
76	Revised Form B Reimbursements SCC code from 900.01 to 040.02
77	Revised Form B Reimbursements SCC code from 900.01 to 040.02
78	Revised Form B Reimbursements SCC code from 900.01 to 040.02
79	Revised Form B Reimbursements SCC code from 900.01 to 040.02
80	Revised Form B Reimbursements SCC code from 900.01 to 040.02
81	Revised Form B Reimbursements SCC code from 900.01 to 040.02
82	Revised Form B Reimbursements SCC code from 900.01 to 040.02
83	Revised Form B Reimbursements SCC code from 900.01 to 040.02

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84	<p>Increase Program contingency \$1,023,508. Refer to Report Notes #11 and #12. In April 2015 report, program contingency decreased by \$500,000. Refer to Report Notes #20. In August 2015 report, release \$15M CN1252 Tunnel assigned contingency to program unallocated contingency. In March 2016 report, program unallocated contingency increased by \$230,468. In August 2016, released \$20M to CN1300 Construction assigned contingency from program unallocated contingency. In February 2017, used \$1,060,000 for CN1300 Job Readiness Program from unallocated contingency, refer to Note 30. Also, released \$5,265,478 assigned real estate contingency to program unallocated contingency, refer to Note 27. In July 2018 report, used \$2,263,498 to fund SCC 80 Professional Services category regarding matters related to stations from program unallocated contingency. In December 2018, moved \$11,987,900 from CN1252 and LRV contingency to program unallocated contingency. In March 2019, added \$18,036,709 from taking out the ATCS from Tutor contract. The budget transfer was used to create a stand alone line for ATCS work in 50.01 under Thales. In August 2019, used \$4,841,950 from program unallocated contingency to create CSP Radio Design, CSP Radio Cable, and CSP Radio Procurement in SCC 50 Systems category. Waiting for a contract modification to readjust the borrowed contingency from unprogrammed contingency. In August 2020, used \$5.25M of unprogrammed contingency to create AECOM 2020 AWP \$4.5M and AECOM 2020 ODC \$750K. In September 2020, received \$22,708,106 in funding from local funds and re-aligned the allocated contingency so that it would decrease from \$76M in Aug to \$53M in Sep. In October 2020, used \$32M of unprogrammed contingency to increase the contingencies for CN1300 CTS, YBM and STS station; increased AECOM 2020 AWP & ODC by \$6M; increased CS 155.2 by \$3,728,919 and added \$20,265,846 to unprogrammed contingency. In November 2020, used \$13,000,000 from unprogrammed contingency to increase STS station contingency; increased a1266-2 atcs implementation budget by \$896,645 due to cmods 2 and 3; realigned the budgets for project management, construction management; added additional \$2M for CS 149 AWP and ODC; thus unprogrammed contingency was reduced by \$20,896,645.</p>
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Appendix B

DETAIL SCHEDULE REPORTS

SCHEDULE HIGHLIGHTS

The Master Project Schedule (MPS) below includes progress through December 2020. The December 2020 Schedule Update submittal from Contract 1300 Contractor was not submitted as the CN1300 Contractor has not provided the updated corrections to their June 2017, through July 2018 Schedule Updates. The Contract 1300 schedule represented in this report is based on the SFMTA December 2020 Schedule Update.

The MPS shows a forecast Revenue Service Date of Spring 2022 based on a revised assessment of the overall schedule and the current project conditions related to work efficiency due to COVID. The revised Revenue Service Date of Spring 2022 has been shared with our funding partners and a revised request to extend the Full Funding Grant Agreement with the revised date has been submitted to Federal Transit Administration (FTA) for review and approval. The project continues to evaluate this date with potential impact from COVID restrictions with stricter guidelines and procedures. The schedule team is assessing the risk with these issues and identifying potential mitigation to reduce the risk to the overall schedule. The Contractor has notified the City that potential delay may have occurred due to the social distancing requirement which is impacting production rates.

Currently we are experiencing day-to-day delays caused by TPC's electrical work in the tunnel impacted by lack of resources and extended approvals of contract modifications related to Radio and Train Control Systems. These issues have impacted TPC's Substantial Completion date, we have mitigated the delay by accelerating rail activation activities. TPC and SFMTA are working to reach scope and cost agreements for these contract modifications as TPC refuses to commence work without an approved Contract Modification. The controlling critical (longest) path of the MPS runs through the electrical activities within the tunnel which are impacting the TPC's Startup and Testing and subsequently the rail activation process. The latest schedule shows the longest path running through the Surface, Tracks and Systems (STS).

SFMTA continues to meet with Contractor to discuss all schedule concerns and comments. TPC has not been able to correctly staff the project which could potentially delay the project. In order to achieve the Baseline work productivity, TPC needs to increase the number of crews assigned to electrical work, allowing concurrent work within the tunnel and stations in order to make this completion date possible. It also requires that the front-end portion of ATCS Startup and Testing is performed concurrently with TPC's Startup and Testing followed by ATCS software testing in coordination with SFMTA Operations.

Contract 1300 Contractor submitted fifty-four (54) Schedule Updates from December 2014 to July 2019. SFMTA rejected twenty eight (28) Schedule Updates from January 2016 to April 2016 and June 2016 to July 2018 due to multiple and repetitive issues that vary from incorrect working sequences to unrealistic forecasted completion dates to artificially steering the schedule longest path through certain portions of the project. SFMTA approved as noted December 2014 through December 2015, and May 2016 Schedule Updates. Contractor has been directed to provide a Revised Schedule as required by the overall settlement agreement to maintain the forecasted project completion.

Contract 1300 - WP1253 UMS / WP1254R CTS / WP1255 YBM / WP1256 STS:

The Contractor, Tutor Perini Corporation's (TPC) baseline schedule is incorporated into the master program schedule. The preliminary SFMTA Contract 1300 December 2020 schedule is

used within the December Report. The SFMTA Contract 1300 December 2020 schedule is based on the approved baseline schedule logic with adjustments made as mentioned above. The SFMTA will continue to use the SFMTA Contract 1300 schedule update as a forecasting tool going forward until the Contract 1300 Contractor submits an acceptable schedule that addresses all SFMTA's scheduling concerns.

Work Package P-1254R (CTS) has performed the following work this month:

- Continued installing terrazzo for Stair 1 at Cavern Platform level
- Began installing terrazzo for Stair 2 and 3 at Station Headhouse
- Continued installing overhead signage along North/South Cavern Platform
- Continued installing electrical and communication conduits at Station Agent Booth at Concourse level
- Continued pulling service wires at Equipment Room at Underplatform level
- Continued pulling service wires at Main Electrical and Traction Power rooms at Headhouse Platform level
- Continued installing storm, sewer, water piping, refrigerant, and fire sprinkler piping at Surface/Plaza levels
- Completed installing GFRC panels at Upper Mezzanine
- Continued installing Elevators 1, 2, 3, and 4
- Completed installing Stair 5
- Continued installing Stair 6
- Continued construction of Plaza roof and stairs
- Continued installing fire proofing for Plaza level
- Continued installing electrical conduits and sprinkler piping at Surface/Plaza levels
- Completed installing HVAC at Surface/Plaza levels
- Continued installing GFRC panels at Plaza level
- Continued installing grating at Roof walkways
- Began installing pavers at Plaza level
- Obtained SFDBI Green Tag
- Obtained permanent electrical PG&E power for Primary Feeder
- Began testing EV fans, board and panels, transformers, and lighting
- Continued street work (minor), ongoing monitoring and surveying

Work Package P-1254R (CTS) will perform the following work next month:

- Complete installing terrazzo for Stair 2 and 3 at Station Headhouse
- Complete installing overhead signage along North/South Cavern Platform
- Continue installing electrical and communication conduits at Station Agent Booth at Concourse level
- Complete installing Stair 6
- Complete pulling service wires at Equipment Room at Underplatform level
- Continue installing overhead conduit at Traction Power rooms at Headhouse Platform level

- Complete pulling service wires at Main Electrical and Traction Power rooms at Headhouse Platform level
- Complete installing storm, sewer, water piping, refrigerant, and fire sprinkler piping at Surface and Plaza levels
- Complete installing GFRC panels at Crosscut Cavern Arch
- Complete installing Elevators 1 and 2
- Continue installing Elevators 3 and 4
- Complete construction of Plaza roof and stairs
- Complete installing fire proofing for Plaza level
- Complete installing pavers at Plaza level
- Complete installing electrical conduits and sprinkler piping at Surface and Plaza levels
- Complete HVAC installation at Surface and Plaza levels
- Obtain permanent electrical PG&E power from Secondary Feeder
- Complete traction power conduit installation and OCS at Cavern
- Continue testing EV fans, board and panels, transformers, and lighting
- Begin testing Traction Power and Train Control components
- Complete construction of 8" water line along Washington Street
- Begin reactivation of existing AWSS pipeline along Stockton Street
- Open up 1 Westbound traffic lane along Washington Street

Continued street work (minor), ongoing monitoring and surveying

Activity ID	Activity Name	2021						
		Dec	Jan	Feb	Mar	Apr	May	Jun
CENTRAL SUBWAY PROJECT								
Construction Phase								
Construction CN-1300								
Construction CTS Station P-1254R								
Administrative / Milestones								
Site Work / Utility Relocation								
Demolition								
Concrete/Shotcrete								
Mechanical								
Emergency Egress								
C.3.880	South Emergency Egress Tunnel M.E.P							
C.3.860	North Emergency Egress Tunnel M.E.P							
No 13-Location								
CTS.21.22.530	CTS_Platform - Aux Communication & TCUTCS Install - Clean Agent Panel - 1 ea							
CTS.21.13.732	CTS_CN 03 - Ticket Hall Rough In - Overhead Sprinkler Laterals							
CTS.23.31.832	CTS_UM 05 - Sewage Rm: Install - HVAC: Diffusers & Grilles							
CTS.23.31.826	CTS_UM 07 - Aux Elect Rm: Install - HVAC: Diffusers & Grilles							
CTS.22.13.342	CTS_UM 05 - Sewage Rm: Set & Hook up - Sewer Ejector Pump { SE-1 }							
CTS.22.11.072	CTS_CN 17 - Janitor Rm: Set & Hook up - Water Heater { WH-1}							
CTS.23.31.828	CTS_UM 02 - Storage Rm: Install - HVAC: Diffusers & Grilles							
CTS.22.13.360	CTS_UM 05 - Sewage Rm: Set & Hook up - Sewer Ejector Float Control { SE-1 }							
CTS.26.05.565	CTS_LM 13 - Elevator Closet: Install - Elevator Controller							
CTS.23.74.232	CTS_Roof - HVAC Area: Form/Pour/Cure - Concrete Pad for Condenser { HR-1 & HR							
CTS.22.11.110	CTS_CN Install: Domestic Water - Concourse Level							
CTS.23.74.248	CTS_Roof - HVAC Area: Install - Fan Motor & Condenser { HR-1&2 }							
CTS.21.12.200	CTS_SU 07 - Valve Rm: Install - DSP,TSP, SM Piping & Valves							
CTS.23.88.512	CTS_UP 04 - Emerg Fan Rm: Install - Tunnel Ventilation Fans (3 each)							
CTS.23.31.844	CTS_SU 07 - Valve Rm: Install - HVAC: Diffusers & Grilles							
CTS.22.14.433	CTS_UP 01 - Sump Pump Rm: Set & Hook up - Sump Pump { SP-1 & SP-2}							
CTS.23.31.842	CTS_SU 05 - Aux Elect Rm: Install - HVAC: Diffusers & Grilles							
CTS.23.31.912	CTS_LM 11 - Fan Rm: Install - HVAC: Startup Exhaust Fan #1-6							
CTS.22.13.082	CTS_PL 19 - Sewage Ejector Rm: Install - Water Heater (1 each) - Sector 3							
CTS.22.40.630	CTS_CN 20 - Womens Restroom: Set & Hook up - Sink & Cabinet							
CTS.22.13.152	CTS_PL 19 - Sewage Ejector Rm: Install - Sewer Ejector Pump { SE-2 } - Sector 3							
CTS.22.40.632	CTS_CN 20 - Womens Restroom: Set & Hook up - Water Closet							
CTS.22.40.430	CTS_CN 22 - Mens Restroom: Set & Hook up - Sink & Cabinet							
CTS.22.13.533	CTS_PL 19 - Sewage Ejector Rm: Set & Hook up - Sewer Ejector Float Control { SE-							
CTS.22.40.432	CTS_CN 22 - Mens Restroom: Set & Hook up - Water Closet							
CTS.22.40.434	CTS_CN 22 - Mens Restroom: Set & Hook up - Urinal							
CTS.22.40.535	CTS_PL 08 - Mens Restroom: Set & Hook up - Sink & Cabinet							

Work Package P-1253 (UMS) has performed the following work this month:

- Completed Terrazzo work at Stair #6.
- Started Installation of OCS brackets at Platform level.
- Continued Pulling fiber for SFDT Installation.
- Completed Installing Area of Refuge Fixtures.
- Completed Installation of Data, Phone at North Entrance.
- Continued working on Station Agent Booth.
- Continued Installation of Power and Data Outlets at Ellis Entrance.
- Completed Installation of Terrazzo at Stair #1.
- Completed Installation of EV-Fans in Air-Flow Sensor Wire.
- Completed Installation of the Glazed Wall System on Platform Level.
- Continued Installation of Fire Alarm BPS and Deluge System at South Electrical Room.
- Completed Installation of Crystallized Glass Panels at street level entrance and Ellis street entrance.
- Continued Installation of cables for Artwork at Concourse Level (Gizmo).

- Completed Installation of guard Rails near EV Dampers.
- Continued landscaping street level area at Stockton street

Work Package P-1253 (UMS) will perform the following work next month:

Continued construction, installation and testing of the following items:

- Continue working on Station Agent Booth (install glass, counters and electrical work.
- Continue Installation of cables for Artwork at Concourse Level (Gizmo).
- Continue Installation of Fire Alarm and FHCs.
- Continued Installation of OCS brackets at Platform level.
- Continued Pulling fiber for SFDT Installation.
- Continued Installing Area of Refuge Fixtures.
 Start Painting Traction Power Conduits at Platform level

Activity ID	Activity Name	2021						
		Dec	Jan	Feb	Mar	Apr	May	Jun
CENTRAL SUBWAY PROJECT								
Construction Phase								
Construction CN-1300								
Construction UMS Station P-1253								
Administrative / Milestones								
Engineering & Procurement								
Drilled Shafts								
Masonry								
Mechanical								
Electrical								
All Locations								
Union Square Station								
Station Platform Footprint (Between Headwalls)								
UMS.27.51.0310	UMS_PSL_Install: Comm: SSFD & Emerg Phone System Raceway - Platform Strut							
UMS.28.13.0160	UMS_MZ_Install: Security: Access Control System Mezzanine Level							
UMS.08.85.0140	UMS_CN_Pull Wire From Enclosure Box to Artwork Fixture - Sector 3							
UMS.26.24.2880	UMS_PL_04 - Aux Elect Rm: Install Raceway - Panelboard UE4NHL							
UMS.27.51.0320	UMS_PSL_Comm: SSFD & Emerg Phone System Wire Pulls - Platform Strut Level							
UMS.26.24.4480	UMS_CN_21 - Electrical Closet: Pull Data Cable LCP-C2 To Master Panel LCP-M (I							
UMS.09.53.0460	UMS_CN - Concourse: Install Artwork Power & Control Enclosures Sector 3							
UMS.09.53.0470	UMS_CN - Concourse: Install Artwork Power & Control Enclosures Sector 4							
UMS.28.16.0160	UMS_MZ_Install: Security: Intrusion Systems Mezzanine Level							
UMS.27.51.0330	UMS_PSL_Comm: SSFD & Emerg Phone System Terminations - Platform Strut Lev							
UMS.26.24.2990	UMS_PL_04 - Aux Elect Rm: Terminations - Panelboard FM200 / Pre-Action Systems							
UMS.26.24.3630	UMS_MZ_11 - Aux Elect Rm: Install Feeder Conduit - Elect Panel 3DHP4 To Esc 4-f							
UMS.08.85.0190	UMS_CN_Install Cable Tray For Artwork Power & Control - Sector 4							
UMS.28.16.0150	UMS_PL_Install: Security: Intrusion Systems Platform Level							
UMS.27.30.0100	UMS_PL_Install: Comm: Telephone System Platform Level							
UMS.27.51.0340	UMS_PL_Install: Comm: SSFD & Emerg Phone System Cabinets - Platform Level							
UMS.26.24.4520	UMS_MZ_11 - Aux Elect Rm: Pull Feeder Cable - Elect Panel 3DHL to 4SHL (PL12)							
UMS.26.24.4560	UMS_MZ_11 - Aux Elect Rm: Pull Feeder Cable - Elect Panel E3DHL To UE4SHL (PI							
UMS.26.24.4550	UMS_MZ_11 - Aux Elect Rm: Pull Feeder Cable - Elect Panel 3DHP4 To Esc 4-6							
UMS.08.85.0210	UMS_CN_Pull Wire From Enclosure Box to Artwork Fixture - Sector 4							
UMS.34.05.0290	UMS_MZ Install Feeder Conduit: - NB Positive Feeder Gap Breaker Rm to PB-1 (Trac							
UMS.09.53.0490	UMS_CN - Concourse: Pull Wire - Artwork Power & Control Enclosures to Fixtures S							
UMS.09.53.0500	UMS_CN - Concourse: Pull Wire - Artwork Power & Control Enclosures To Fixtures S							
UMS.27.51.0350	UMS_PL_Install: Comm: SSFD & Emerg Phone System Raceway - Platform Level							
UMS.09.53.0480	UMS_CN - Concourse: Install Artwork Power & Control Enclosures Sector 5							
UMS.34.05.0340	UMS_MZ_Install Conduit Riser PB-1 to NB Feeder Boxes PS01 (Traction Power)							
UMS.27.51.0360	UMS_PL_Comm: SSFD & Emerg Phone System Wire Pulls - Platform Level							

Work Package P-1255 (YBM) has performed the following work this month:

- All structural concrete work.

- Stairs, elevators and escalators.
- Ceiling panels.
- Emergency lighting at tunnel tie-in on platform level.
- CCTV/Communication at tunnel tie-in on platform level.
- Station Agent Booth.
- Application of Anti-graffiti.

Continued construction / begin installation and testing of the following:

- Fireproofing.
- Terrazzo flooring and stairs.
- Glass wall panels.
- Artwork on concourse level.
- Light fixtures and controls at Ellis Entrance.
- Fire Alarm/ PA/ Security System.
- Overhead plumbing, fire protection piping and overhead fixture and electrical.
- Frames and pressurized doors at intermediate strut level.
- Access controls.
- HVAC and EV startup and testing.
- Power and Lighting startup and testing.
- Fire Alarm /PA / Security System startup and testing.
- Permanent PG&E historic streetlights at O'Farrell and Stockton Street.
- Traffic cabinets.
- OCS Installation.
Installation of traction conduits.

Activity ID	Activity Name	2020							2021					
		Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
CENTRAL SUBWAY PROJECT														
Construction Phase														
Construction CN-1300														
Construction YBM Station P-1255														
Concrete/Shotcrete														
Electrical														
Electrical - Transportation														
HeadHouse														
YBM.34.21.1095	YBM_IV 302 - Traction Power Rm: Set & Assemble - DC Switchgear													
YBM.34.21.1185	YBM_IV 302 - Traction Power Rm: Install - AC Control Cable Tray													
YBM.34.21.1065	YBM_IV 302 - Traction Power Rm: Install - Auxiliary Panel K02													
YBM.34.21.1085	YBM_IV 302 - Traction Power Rm: Install - Supervisory Panel SV01													
YBM.34.21.1175	YBM_IV 302 - Traction Power Rm: Install Conduit Between AC & DC Switchgear													
YBM.34.21.1195	YBM_IV 302 - Traction Power Rm: Pull & Terminate Power Cable Between AC & DC													
YBM.34.21.1145	YBM_IV 302 - Traction Power Rm: Install - DC Control Cable Tray													
YBM.34.21.1075	YBM_IV 302 - Traction Power Rm: Install - Annunciator Panel K01													
YBM.34.22.0370	YBM_IV 302 - Traction Power Rm: Pull - Traction Power Cables PS06 to PS02													
YBM.34.42.0165	Install Train Control Equipment - TCS/TCU Room													
YBM.34.21.1165	YBM_IV 302 - Traction Power Rm: Terminations - DC Switchgear													
YBM.34.21.1235	YBM_IV 302 - Traction Power Rm: Pull Wire - DC Control													
YBM.34.22.0390	YBM_IV 302 - Traction Power Rm: Pull - Traction Power Cables PS01 to PS04													
YBM.34.21.1125	YBM_IV 302 - Traction Power Rm: Install - Negative Feeder Cable Tray													
YBM.34.21.1205	YBM_IV 302 - Traction Power Rm: Pull & Terminate AC Control Cable													
YBM.34.21.1245	YBM_IV 302 - Traction Power Rm: Terminate - DC Control													
YBM.34.21.1255	YBM_IV 302 - Traction Power Rm: Pull Cable - Negative Feeder													
YBM.34.21.1265	YBM_IV 302 - Traction Power Rm: Terminations - Negative Feeder (By 1256)													
No 13-Location														
YBM.34.22.0330	YBM_IV 302 - Traction Power Rm: Pull - Traction Power Cables Pullbox B-01 To PS0													
YBM.34.22.0340	YBM_IV 302 - Traction Power Rm: Pull - Traction Power Cables Pullbox B02 To PS0													
YBM.34.22.0360	YBM_IV 302 - Traction Power Rm: Pull - Traction Power Cables Pullbox B-01 To PS0													
YBM.34.21.1105	YBM_IV 302 - Traction Power Rm: Install - Supervisory Control Cable Tray													
YBM.34.22.0380	YBM_IV 302 - Traction Power Rm: Pull - Traction Power Cables Pullbox B02 To PS0													
YBM.34.21.1115	YBM_IV 302 - Traction Power Rm: Pull & Terminate - Supervisory Control Cable													
Conveyances														
Startup & Testing														
No 13-Disp														

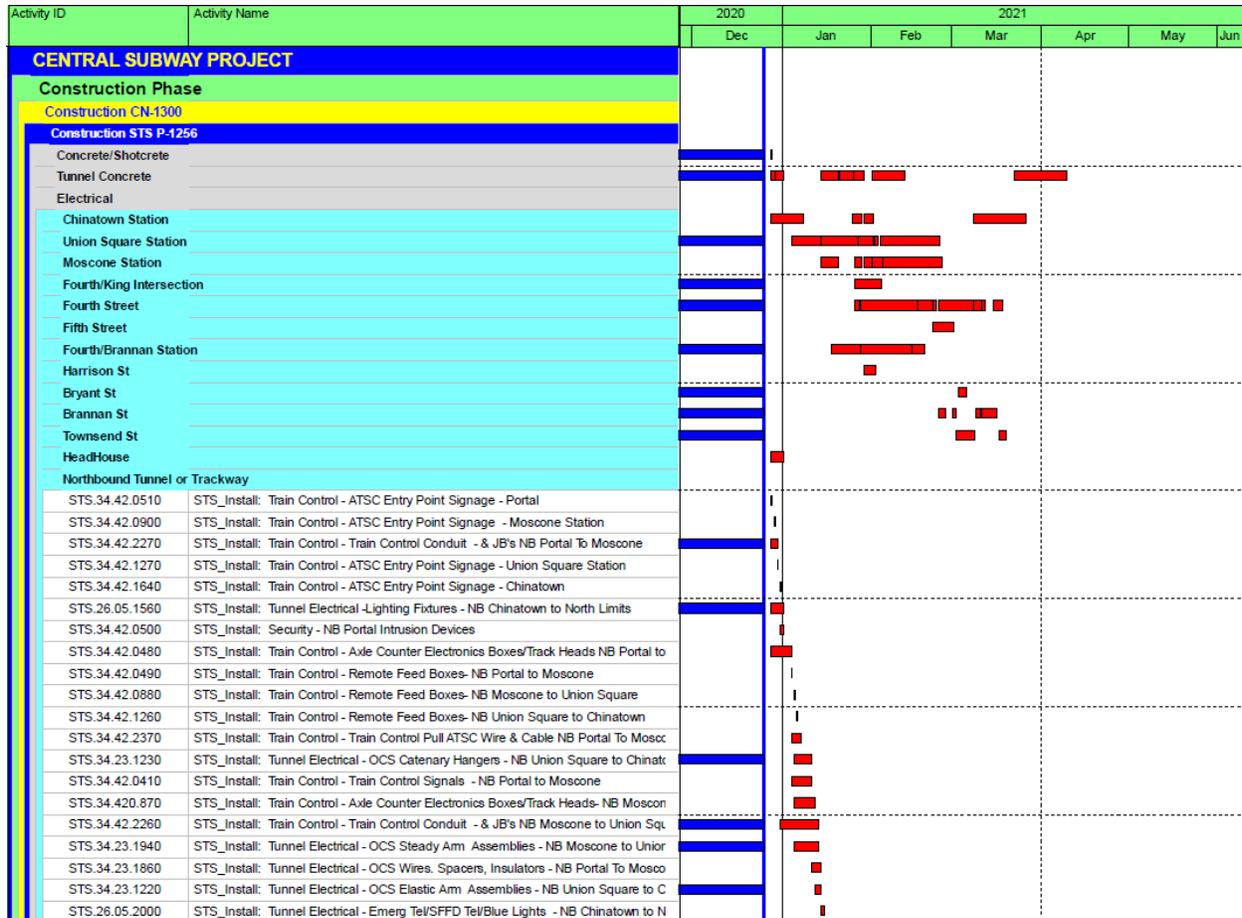
Work Package P-1256 (STS) has performed the following work this month:

- Continued 4th/Brannan platform construction
- Continued traction power conduit and other electrical conduit installation inside tunnel for CCTV, telephone, tunnel lighting, and tunnel electrical power
- Continued traction power cable installation, terminations, and installation of cross bonds throughout the tunnel.
- Continued OCS hanger installation and installation of OCS risers throughout the tunnel
- Continued installation of ATCS and radio system
- Continued fiber system installation

Work Package P-1256 (STS) will perform the following work next month:

- Continue 4th/Brannan platform construction
- Continue surface signaling work on 4th St.
- Continue traction power conduit and other electrical conduit installation inside tunnel for CCTV, telephone, tunnel lighting, and tunnel electrical
- Continue traction power cable testing, installation and terminations
- Continue tunnel lighting, mini power, OCS hanger, ATCS, and radio system installation

- Continue fiber system installation
- Start FDC installation near 4th St. portal



SCHEDULE REVISIONS

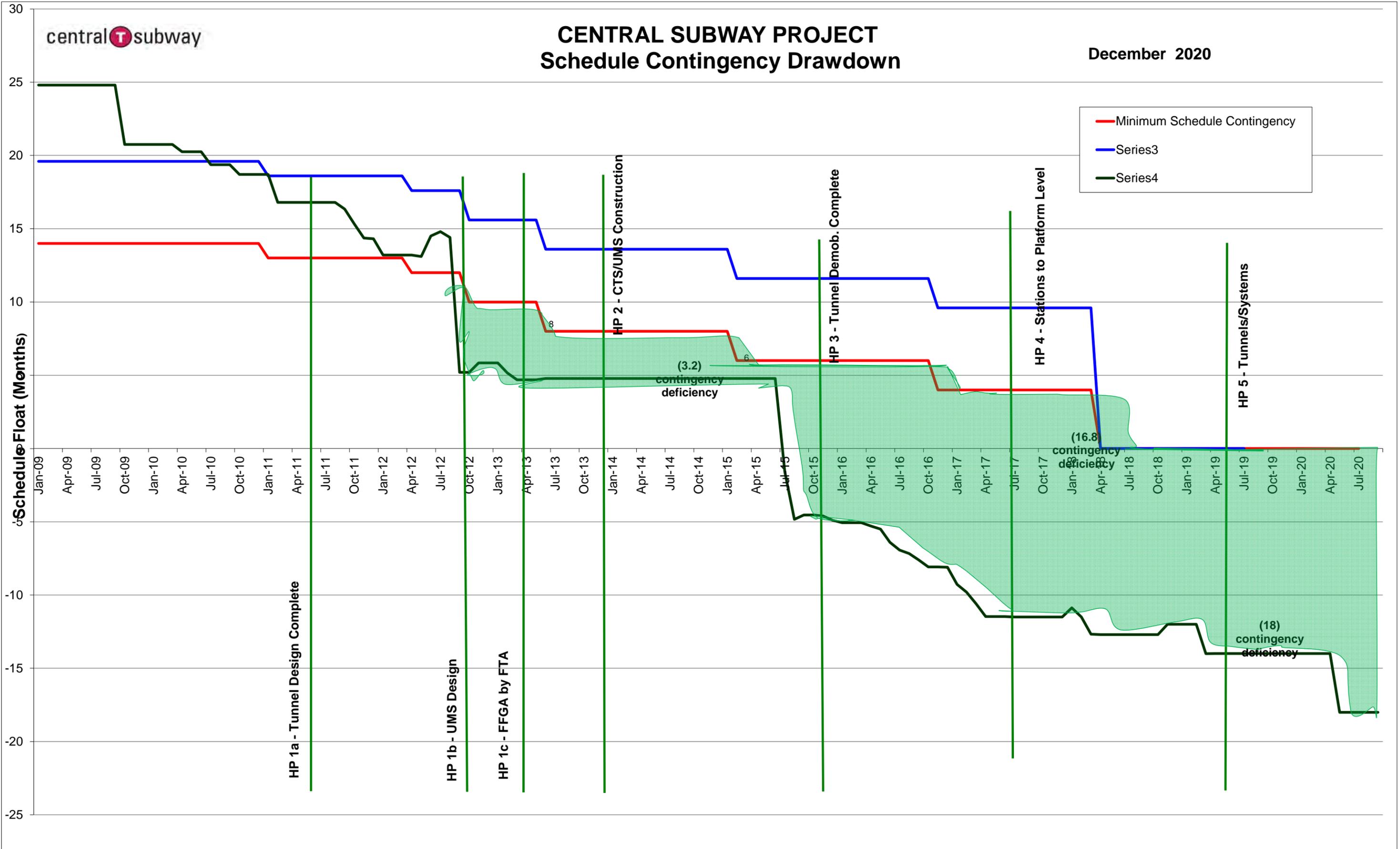
The SFMTA Contract 1300 December 2020 schedule update was added this period to the Central Subway Project Master Schedule.

LIST OF SCHEDULE REPORTS

- 1.1. Schedule Contingency Drawdown
- 1.2. Master Summary Schedule
- 1.3. Program Critical Path Schedule
- 1.4. Construction Contract Summary Schedule
- 1.5. Detail Schedule for Remaining Work

CENTRAL SUBWAY PROJECT Schedule Contingency Drawdown

December 2020



Activity ID	Activity Name	Original Duration	Start	Finish	2021					2022				
					Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
CENTRAL SUBWAY PROJECT		5082	03-Jun-03 A	25-Nov-22	CENT									
Program Level Milestones		5202	03-Jun-03 A	31-Mar-22	Program Level Milestones									
PJD1000	Central Subway Project Start	0	03-Jun-03 A											
MS0004A	Tunnel Excavation Complete - Project Milestone #4A	0		05-Sep-14 A										
MS0019	Baseline Finish Date: 12-26-2018	0		31-Mar-22*	◆ Baseline Finish Date: 12-26-2018									
MS0009	CSP Revenue Service Date	0		31-Mar-22*	◆ CSP Revenue Service Date									
Preliminary Engineering Phase		2661	03-Jun-03 A	07-Jan-10 A										
Final Design		1811	08-Jan-10 A	17-Jun-13 A										
Light Rail Vehicles		2993	15-Apr-13 A	24-Jun-21	Light Rail Vehicles									
Real Estate		3130	01-Aug-08 A	02-Jan-14 A										
Construction Phase		3363	04-Jan-10 A	25-Nov-22	Const									
Construction Support and Costs		3974	04-Jan-10 A	25-Nov-22	Const									
Construction Utility Contract #1- MOS & Portal CN-1250		505	04-Jan-10 A	23-May-11 A										
Construction Utility Contract #2 - UMS CN-1251		643	12-Jan-11 A	15-Oct-12 A										
Construction Tunnels CN-1252		1518	08-Jun-11 A	28-Dec-20	Construction Tunnels CN-1252									
Construction STS P-1256 ATCS		1825	20-May-14 A	18-Jun-21	Construction STS P-1256 ATCS									
Construction STS P-XXXX Radio		195	27-Aug-19 A	03-Sep-21	Construction STS P-XXXX Radio									
Construction CN-1300		2143	03-Jun-13 A	05-Sep-21	Construction CN-1300									
CN- 1300 Milestone		2143	17-Jun-13 A	05-Sep-21	CN- 1300 Milestone									
Construction UMS Station P-1253		2080	17-Jun-13 A	08-Jun-21	Construction UMS Station P-1253									
Construction CTS Station P-1254R		2080	17-Jun-13 A	08-Jun-21	Construction CTS Station P-1254R									
Construction YBM Station P-1255		2080	10-Jun-13 A	08-Jun-21	Construction YBM Station P-1255									
Construction STS P-1256		2080	03-Jun-13 A	08-Jun-21	Construction STS P-1256									
Project Start Up		296	07-Jun-21	31-Mar-22	Project Start Up									
Unallocated Contingency		317	28-Dec-20	30-Mar-22	Unallocated Contingency									

Activity ID	Activity Name	Original Duration	Start	Finish	Total Float	2021				2022				2023		
						Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	
Program Level Milestones																
MS0019	Baseline Finish Date: 12-26-2018	0	31-Mar-22	31-Mar-22*	-461										◆ Baseline Finish Date: 12-26-2018	
MS0009	CSP Revenue Service Date	0		31-Mar-22*	-461										◆ CSP Revenue Service Date	
CN- 1300 Milestone																
MS-10	Substantial Completion - 1,700 Calendar Days (SP-4.B) { 10-Feb-18 }	0	07-Jun-21	07-Jun-21	-672										◆ Substantial Completion - 1,700 Calendar Days (SP-4.B) { 10-Feb-18 }	
Construction STS P-1256						519	13-May-19 A	07-Jun-21	-480							
STS.34.23.1800	STS_Install: Tunnel Electrical - OCS Catenary Hangers - In NB Portal	3	20-May-20 A	28-Dec-20	-475										STS_Install: Tunnel Electrical - OCS Catenary Hangers - In NB Portal	
STS.34.23.0460	STS_Install: Tunnel Electrical - OCS Catenary Hangers - NB Portal To Moscone	5	30-Sep-19 A	30-Dec-20	-475										STS_Install: Tunnel Electrical - OCS Catenary Hangers - NB Portal To Moscone	
STS.34.23.1970	STS_Install: Tunnel Electrical - OCS Steady Arm Assemblies - In NB Portal	5	29-Dec-20	04-Jan-21	-475										STS_Install: Tunnel Electrical - OCS Steady Arm Assemblies - In NB Portal	
STS.34.23.1930	STS_Install: Tunnel Electrical - OCS Steady Arm Assemblies - NB Portal To Moscone	7	08-Sep-20 A	08-Jan-21	-475										STS_Install: Tunnel Electrical - OCS Steady Arm Assemblies - NB Portal To Moscone	
STS.34.23.1830	STS_Install: Tunnel Electrical - OCS Wires, Spacers, Insulators - In NB Portal	4	05-Jan-21	08-Jan-21	-475										STS_Install: Tunnel Electrical - OCS Wires, Spacers, Insulators - In NB Portal	
STS.34.23.1860	STS_Install: Tunnel Electrical - OCS Wires, Spacers, Insulators - NB Portal To Moscor	4	11-Jan-21	14-Jan-21	-475										STS_Install: Tunnel Electrical - OCS Wires, Spacers, Insulators - NB Portal To Moscone	
STS.34.23.1850	STS_Install: Tunnel Electrical - OCS Wires, Spacers, Insulators - NB Moscone to Unio	6	15-Jan-21	22-Jan-21	-475										STS_Install: Tunnel Electrical - OCS Wires, Spacers, Insulators - NB Moscone to Union Square	
STS.34.23.1870	STS_Install: Tunnel Electrical - OCS Wires, Spacers, Insulators - NB Union Square to	8	25-Jan-21	03-Feb-21	-475										STS_Install: Tunnel Electrical - OCS Wires, Spacers, Insulators - NB Union Square to Chinatown	
STS.34.22.2900	STS_Install: Tunnel Electrical - Pull/Terminate Traction Power Cable - PFCB NB03 To N	8	04-May-20 A	09-Feb-21	-475										STS_Install: Tunnel Electrical - Pull/Terminate Traction Power Cable - PFCB NB03 To NB01 - MOS To Portal Pull Box	
STS.34.22.3090	STS_Install: Tunnel Electrical - Pull/Terminate OCS Riser Cable - PFCB NB03 To NB01	2	09-Nov-20 A	11-Feb-21	-475										STS_Install: Tunnel Electrical - Pull/Terminate OCS Riser Cable - PFCB NB03 To NB01 - MOS To Portal Pull Box	
STS.34.22.3280	STS_Install: Tunnel Electrical - Pull/Terminate Traction Power Cable - NB Portal Pull B	5	12-Feb-21	18-Feb-21	-475										STS_Install: Tunnel Electrical - Pull/Terminate Traction Power Cable - NB Portal Pull Box To MH1890	
STS.34.22.2910	STS_Install: Tunnel Electrical - Pull/Terminate Traction Power Cable - PS-05 To PFCB I	1	01-Jun-20 A	19-Feb-21	-475										STS_Install: Tunnel Electrical - Pull/Terminate Traction Power Cable - PS-05 To PFCB NB10 - UMS South Platform	
STS.34.22.2920	STS_Install: Tunnel Electrical - Pull/Terminate Traction Power Cable - PFCB NB10 To N	7	04-May-20 A	24-Feb-21	-475										STS_Install: Tunnel Electrical - Pull/Terminate Traction Power Cable - PFCB NB10 To NB06 - UMS To MOS (Ckt WA	
STS.34.22.3070	STS_Install: Tunnel Electrical - Pull/Terminate OCS Riser Cable - PS-04 To PFCB NB11	1	25-Feb-21	25-Feb-21	-475										STS_Install: Tunnel Electrical - Pull/Terminate OCS Riser Cable - PS-04 To PFCB NB11 - UMS South Platform	
STS.34.22.3080	STS_Install: Tunnel Electrical - Pull/Terminate OCS Riser Cable - PFCB NB05 To NB04	3	08-Dec-20 A	01-Mar-21	-475										STS_Install: Tunnel Electrical - Pull/Terminate OCS Riser Cable - PFCB NB05 To NB04 - UMS To MOS (Ckt FO-12)	
STS.34.22.3100	STS_Install: Tunnel Electrical - Pull/Terminate OCS Riser Cable - PS-05 To PFCB NB10	1	02-Mar-21	02-Mar-21	-475										STS_Install: Tunnel Electrical - Pull/Terminate OCS Riser Cable - PS-05 To PFCB NB10 - UMS South Platform	
STS.34.22.3110	STS_Install: Tunnel Electrical - Pull/Terminate OCS Riser Cable - PFCB NB10 To NB06	1	03-Mar-21	03-Mar-21	-475										STS_Install: Tunnel Electrical - Pull/Terminate OCS Riser Cable - PFCB NB10 To NB06 - UMS To MOS (Ckt WA -11	
STS.34.22.2860	STS_Install: Tunnel Electrical - Pull/Terminate Traction Power Cable - PFCB NB18 To N	15	08-Jun-20 A	09-Mar-21	-475										STS_Install: Tunnel Electrical - Pull/Terminate Traction Power Cable - PFCB NB18 To NB12 - CTS To UMS	
STS.34.22.2870	STS_Install: Tunnel Electrical - Pull/Terminate Traction Power Cable - PFCB NB12 To F	2	10-Mar-21	11-Mar-21	-475										STS_Install: Tunnel Electrical - Pull/Terminate Traction Power Cable - PFCB NB12 To PS-01 - UMS North Platfor	
STS.34.22.2850	STS_Install: Tunnel Electrical - Pull/Terminate Traction Power Cable - PS-10 To PFCB I	2	05-Oct-20 A	12-Mar-21	-475										STS_Install: Tunnel Electrical - Pull/Terminate Traction Power Cable - PS-10 To PFCB NB18 - CTS South Platform	
STS.34.22.3040	STS_Install: Tunnel Electrical - Pull/Terminate OCS Riser Cable - PS-10 To PFCB NB18	1	15-Mar-21	15-Mar-21	-475										STS_Install: Tunnel Electrical - Pull/Terminate OCS Riser Cable - PS-10 To PFCB NB18 - CTS South Platform	
STS.34.22.3050	STS_Install: Tunnel Electrical - Pull/Terminate OCS Riser Cable - PFCB NB18 To NB12	3	14-Dec-20 A	16-Mar-21	-475										STS_Install: Tunnel Electrical - Pull/Terminate OCS Riser Cable - PFCB NB18 To NB12 - CTS To UMS	
STS.34.22.3060	STS_Install: Tunnel Electrical - Pull/Terminate OCS Riser Cable - PFCB NB12 To PS-01	1	07-Dec-20 A	17-Mar-21	-475										STS_Install: Tunnel Electrical - Pull/Terminate OCS Riser Cable - PFCB NB12 To PS-01 - UMS North Platform	
STS.34.22.2840	STS_Install: Tunnel Electrical - Pull/Terminate Traction Power Cable - PFCB NB19 To F	2	05-Oct-20 A	18-Mar-21	-475										STS_Install: Tunnel Electrical - Pull/Terminate Traction Power Cable - PFCB NB19 To PS-06 - Chinatown to Nor	
STS.34.22.3030	STS_Install: Tunnel Electrical - Pull/Terminate OCS Riser Cable - PFCB NB19 To PS-06	1	19-Mar-21	19-Mar-21	-475										STS_Install: Tunnel Electrical - Pull/Terminate OCS Riser Cable - PFCB NB19 To PS-06 - Chinatown to North Li	
STS.34.42.0390	STS_Install: Train Control - Train Control Cable Loop System NB Portal To Moscone	4	13-May-19 A	24-Mar-21	-475										STS_Install: Train Control - Train Control Cable Loop System NB Portal To Moscone	
STS.34.42.0770	STS_Install: Train Control - Train Control Cable Loop System NB Moscone to Union Sc	13	22-Mar-21	07-Apr-21	-475										STS_Install: Train Control - Train Control Cable Loop System NB Moscone to Union Square	
STS.34.42.1150	STS_Install: Train Control - Train Control Cable Loop System NB Union Square to Chir	14	22-Mar-21	08-Apr-21	-475										STS_Install: Train Control - Train Control Cable Loop System NB Union Square to Chinatown	
STS.34.42.1520	STS_Install: Train Control - Train Control Cable Loop System NB Chinatown to North L	2	09-Apr-21	12-Apr-21	-475										STS_Install: Train Control - Train Control Cable Loop System NB Chinatown to North Limits	
STS.34.42.425	Startup & Testing - Tunnel & ATSC Systems	40	13-Apr-21	07-Jun-21	-475										Startup & Testing - Tunnel & ATSC Systems	
Project Start Up						296	07-Jun-21	31-Mar-22	-670							
STU1010	S&S Certification / Pre-Revenue Activities	205	07-Jun-21	30-Mar-22	-461										S&S Certification / Pre-Revenue Activities	
BUF0018	Muni Float	0	31-Mar-22	31-Mar-22	-461										Muni Float	

Activity Name	Original Duration	Start	Finish	2012				2013				2014				2015				2016				2017				2018				2019				2020				2021		2022	
				Q1	Q2	Q3	Q4	Q1	Q2																																		
CENTRAL SUBWAY PROJECT	2671	08-Jun-11 A	05-Sep-21																																								
Construction Phase	2671	08-Jun-11 A	05-Sep-21																																								
Construction Tunnels CN-1252	1518	08-Jun-11 A	15-May-15 A																																								
1252 Tunnel Contract BIH	1518	08-Jun-11 A	15-May-15 A																																								
Contract Milestones	1437	08-Jun-11 A	15-May-15 A																																								
General Conditions	1480	01-Aug-11 A	15-May-15 A																																								
4th & Bryant St TBM Launch Box Construction	686	30-Mar-12 A	02-Jun-14 A																																								
Moscone Station Headwalls	430	14-May-12 A	20-Sep-13 A																																								
UMS Station Headwalls	425	24-Jul-12 A	22-Nov-13 A																																								
UMS - Remove Geary to Ellis OCS	5	24-Jul-12 A	26-Jul-12 A																																								
UMS - Setup Traffic Control for Headwall Construction	1	30-Jul-12 A	30-Jul-12 A																																								
North Headwall	237	27-Feb-13 A	22-Nov-13 A																																								
South Headwall	404	31-Jul-12 A	22-Nov-13 A																																								
4th St and Market Compensation Grouting	707	28-Jan-13 A	30-Apr-15 A																																								
Southbound Tunneling	451	27-Apr-13 A	13-Oct-14 A																																								
Ellis St Compensation Grouting	561	31-Jul-12 A	09-May-14 A																																								
Green St Compensation Grouting	320	05-Aug-13 A	30-Jun-14 A																																								
Retrieval Shaft	1070	31-Oct-11 A	20-Mar-15 A																																								
Cross Passage 1-5	339	22-Mar-14 A	16-Apr-15 A																																								
Cross Passage 1	79	14-Jun-14 A	13-Sep-14 A																																								
Cross Passage 2	105	10-May-14 A	09-Sep-14 A																																								
Cross Passage 3	127	31-Mar-14 A	28-Aug-14 A																																								
Cross Passage 4	114	22-Mar-14 A	31-Jul-14 A																																								
Cross Passage 5	277	31-May-14 A	16-Apr-15 A																																								
Portal Structure	196	02-Sep-14 A	15-Apr-15 A																																								
Contract Close Out	307	03-Mar-14 A	15-May-15 A																																								
Construction CN-1300	2143	03-Jun-13 A	05-Sep-21																																								
CN- 1300 Milestone	2143	17-Jun-13 A	05-Sep-21																																								
Construction UMS Station P-1253	2080	17-Jun-13 A	08-Jun-21																																								
Construction CTS Station P-1254R	2080	17-Jun-13 A	08-Jun-21																																								
Construction YBM Station P-1255	2080	10-Jun-13 A	08-Jun-21																																								
Construction STS P-1256	2080	03-Jun-13 A	08-Jun-21																																								

Activity ID	Activity Name	Original Duration	Start	Finish	Total Float	2020		2021			
						Q4	Q1	Q2	Q3		
CENTRAL SUBWAY PROJECT											
Light Rail Vehicles						1193	29-Aug-16 A	24-Jun-21	-269		
Construction Phase						3794	04-Jan-10 A	06-Jul-23	174		
Construction Support and Costs						5314	04-Jan-10 A	06-Jul-23	244		
Construction STS P-1256 ATCS						1142	16-May-16 A	18-Jun-21	-190		
Construction CN-1300						1929	09-Jan-14 A	07-Jun-21	64		
CN- 1300 Milestone						90	26-Dec-20	25-Mar-21	-598		
No 13-Disp						90	26-Dec-20	25-Mar-21	-598		
Construction UMS Station P-1253						1912	09-Jan-14 A	07-Jun-21	64		
Mechanical						284	04-Nov-19 A	15-Mar-21	-428		
Electrical						694	10-Jul-17 A	11-May-21	-461		
All Locations						15	03-Mar-21	24-Mar-21	-422		
Union Square Station						141	29-Jun-20 A	11-May-21	-456		
UMS.26.08.9020	UMS_ Fire Alarm System Commissioning	10	28-Apr-21	11-May-21	-456					UMS_ Fire Alarm System Commissioning	
UMS.26.08.9030	UMS_ Lighting System & Lighting Control Commissioning	10	29-Jun-20 A	11-May-21	-456					UMS_ Lighting System & Lighting Control	
Station Platform Footprint (Between Headwalls)						649	10-Jul-17 A	09-Mar-21	-416		
UMS.28.13.0160	UMS_MZ_Install: Security: Access Control System Mezzanine Level	15	08-Jan-18 A	29-Dec-20	-416					UMS_MZ_Install: Security: Access Control System Mezzanine Level	
UMS.08.85.0140	UMS_CN_Pull Wire From Enclosure Box to Artwork Fixture - Sector 3	2	28-Dec-20	29-Dec-20	-401					UMS_CN_Pull Wire From Enclosure Box to Artwork Fixture - Sector 3	
UMS.26.24.2880	UMS_PL_04 - Aux Elect Rm: Install Raceway - Panelboard UE4NHL	2	17-Jul-17 A	30-Dec-20	-372					UMS_PL_04 - Aux Elect Rm: Install Raceway - Panelboard UE4NHL	
UMS.26.24.4480	UMS_CN_21 - Electrical Closet: Pull Data Cable LCP-C2 To Master Panel LCP-M (MZ11)	3	28-Dec-20	30-Dec-20	-402					UMS_CN_21 - Electrical Closet: Pull Data Cable LCP-C2 To Master Panel LCP-M (MZ11)	
UMS.09.53.0460	UMS_CN - Concourse: Install Artwork Power & Control Enclosures Sector 3	3	28-Dec-20	30-Dec-20	-412					UMS_CN - Concourse: Install Artwork Power & Control Enclosures Sector 3	
UMS.09.53.0470	UMS_CN - Concourse: Install Artwork Power & Control Enclosures Sector 4	3	28-Dec-20	30-Dec-20	-407					UMS_CN - Concourse: Install Artwork Power & Control Enclosures Sector 4	
UMS.08.85.0190	UMS_CN_Install Cable Tray For Artwork Power & Control - Sector 4	5	07-May-18 A	01-Jan-21	-386					UMS_CN_Install Cable Tray For Artwork Power & Control - Sector 4	
UMS.26.24.4520	UMS_MZ_11 - Aux Elect Rm: Pull Feeder Cable - Elect Panel 3DHL to 4SHL (PL12))	5	29-Dec-20	04-Jan-21	-375					UMS_MZ_11 - Aux Elect Rm: Pull Feeder Cable - Elect Panel 3DHL to 4SHL (PL12))	
UMS.26.24.4560	UMS_MZ_11 - Aux Elect Rm: Pull Feeder Cable - Elect Panel E3DHL To UE4SHL (PL12)	5	29-Dec-20	04-Jan-21	-375					UMS_MZ_11 - Aux Elect Rm: Pull Feeder Cable - Elect Panel E3DHL To UE4SHL (PL12)	
UMS.26.24.4550	UMS_MZ_11 - Aux Elect Rm: Pull Feeder Cable - Elect Panel 3DHP4 To Esc 4-6	3	01-Jan-21	05-Jan-21	-406					UMS_MZ_11 - Aux Elect Rm: Pull Feeder Cable - Elect Panel 3DHP4 To Esc 4-6	
UMS.08.85.0210	UMS_CN_Pull Wire From Enclosure Box to Artwork Fixture - Sector 4	2	04-Jan-21	05-Jan-21	-386					UMS_CN_Pull Wire From Enclosure Box to Artwork Fixture - Sector 4	
UMS.34.05.0290	UMS_MZ Install Feeder Conduit: - NB Positive Feeder Gap Breaker Rm to PB-1 (Traction Power)	5	31-Dec-20	06-Jan-21	-438					UMS_MZ Install Feeder Conduit: - NB Positive Feeder Gap Breaker Rm to PB-1 (Traction Power)	
UMS.09.53.0490	UMS_CN - Concourse: Pull Wire - Artwork Power & Control Enclosures to Fixtures Sector 3	5	31-Dec-20	06-Jan-21	-412					UMS_CN - Concourse: Pull Wire - Artwork Power & Control Enclosures to Fixtures Sector 3	
UMS.09.53.0500	UMS_CN - Concourse: Pull Wire - Artwork Power & Control Enclosures To Fixtures Sector 4	5	31-Dec-20	06-Jan-21	-407					UMS_CN - Concourse: Pull Wire - Artwork Power & Control Enclosures To Fixtures Sector 4	
UMS.09.53.0480	UMS_CN - Concourse: Install Artwork Power & Control Enclosures Sector 5	3	07-Jan-21	11-Jan-21	-412					UMS_CN - Concourse: Install Artwork Power & Control Enclosures Sector 5	
UMS.34.05.0340	UMS_MZ_Install Conduit Riser PB-1 to NB Feeder Boxes PS01 (Traction Power)	5	06-Jan-21	12-Jan-21	-437					UMS_MZ_Install Conduit Riser PB-1 to NB Feeder Boxes PS01 (Traction Power)	
UMS.09.53.0510	UMS_CN - Concourse: Pull Wire - Artwork Power & Control Enclosures To Fixtures Sector 5	5	07-Jan-21	13-Jan-21	-412					UMS_CN - Concourse: Pull Wire - Artwork Power & Control Enclosures To Fixtures Sector 5	
UMS.28.31.9610	UMS_CN_Safety & Security - Testing - Fire Alarm System Concourse Level	2	13-Jan-21	14-Jan-21	-377					UMS_CN_Safety & Security - Testing - Fire Alarm System Concourse Level	
UMS.10.14.0290	UMS_PL_Install Platform Level Signage	14	26-May-20 A	14-Jan-21	-413					UMS_PL_Install Platform Level Signage	
UMS.26.24.4620	UMS_PL_04 - Aux Comm Rm - Terminate CCTV Cabinets	10	05-May-20 A	18-Jan-21	-415					UMS_PL_04 - Aux Comm Rm - Terminate CCTV Cabinets	
UMS.34.42.0175	UMS_PL_Install Train Control Equipment - TCS/TCU Room	15	29-Dec-20	18-Jan-21	-446					UMS_PL_Install Train Control Equipment - TCS/TCU Room	
UMS.34.22.0510	UMS_PL_Terminate NB Cable - Positive Feeder Box PS01	2	15-Jan-21	18-Jan-21	-430					UMS_PL_Terminate NB Cable - Positive Feeder Box PS01	
UMS.26.24.2540	UMS_MZ_11 - Aux Elect Rm: Terminations - Elect Panel LCP-M	2	18-Jan-21	19-Jan-21	-386					UMS_MZ_11 - Aux Elect Rm: Terminations - Elect Panel LCP-M	
UMS.34.05.0330	UMS_MZ Install Feeder Conduit: - SB Positive Feeder Gap Breaker Rm to PB-4 (Traction Power)	5	14-Jan-21	20-Jan-21	-443					UMS_MZ Install Feeder Conduit: - SB Positive Feeder Gap Breaker Rm to PB-4 (Traction Power)	
UMS.34.05.0320	UMS_MZ Install Feeder Conduit: - NB Positive Feeder Gap Breaker Rm to PB-3 (Traction Power)	5	14-Jan-21	20-Jan-21	-443					UMS_MZ Install Feeder Conduit: - NB Positive Feeder Gap Breaker Rm to PB-3 (Traction Power)	
UMS.26.24.2470	UMS_CN_21 - Energize - Electrical Closet Room Lighting Panels	1	21-Jan-21	21-Jan-21	-393					UMS_CN_21 - Energize - Electrical Closet Room Lighting Panels	
UMS.34.22.0450	UMS_PL_Terminate NB Cable Positive Feeder Box PS05	2	21-Jan-21	22-Jan-21	-434					UMS_PL_Terminate NB Cable Positive Feeder Box PS05	
UMS.28.13.0150	UMS_PL_Install: Security: Access Control System Platform Level	15	10-Jul-17 A	25-Jan-21	-395					UMS_PL_Install: Security: Access Control System Platform Level	
UMS.34.22.0470	UMS_PL_Terminate SB Cable - Positive Feeder Box PS02	2	25-Jan-21	26-Jan-21	-436					UMS_PL_Terminate SB Cable - Positive Feeder Box PS02	
UMS.34.42.175	UMS_PL_Install Train Control Raceway - TCS/TCU Room To Trackway Connection	15	06-Aug-18 A	26-Jan-21	-446					UMS_PL_Install Train Control Raceway - TCS/TCU Room To Trackway Connection	
UMS.26.24.4600	UMS_MZ-05 - Main Comm Rm - Terminate CCTV Cabinets	10	03-Apr-20 A	28-Jan-21	-423					UMS_MZ-05 - Main Comm Rm - Terminate CCTV Cabinets	
UMS.34.22.0430	UMS_PL_Terminate SB Cable - Positive Feeder Box PS03	2	28-Jan-21	29-Jan-21	-439					UMS_PL_Terminate SB Cable - Positive Feeder Box PS03	
UMS.34.22.0490	UMS_PL_Terminate SB Cable - Positive Feeder Box PS06	2	01-Feb-21	02-Feb-21	-441					UMS_PL_Terminate SB Cable - Positive Feeder Box PS06	
UMS.34.22.0520	UMS_PL_Terminate NB Cable - Positive Feeder Box PS04	2	01-Feb-21	02-Feb-21	-441					UMS_PL_Terminate NB Cable - Positive Feeder Box PS04	

Activity ID	Activity Name	Original Duration	Start	Finish	Total Float	2020				2021		
						Q4	Q1	Q2	Q3			
UMS.26.24.4580	UMS_CN_30 -Aux Comm Rm -Terminate CCTV Cabinet	9	20-Apr-20 A	11-Feb-21	-433							
UMS.34.42.185	UMS_PL Install Train Control Cable - TCS/TCU Room To Trackway Connection	15	27-Jan-21	16-Feb-21	-446							
UMS.28.31.0160	UMS_MZ Install Security: Addressable Fire Alarm System Mezzanine Level	15	04-Jun-18 A	03-Mar-21	-411							
UMS.28.31.0180	UMS_PL Install Security: Addressable Fire Alarm System Platform Level	15	04-Jun-18 A	03-Mar-21	-411							
UMS.28.31.9600	UMS_SU Safety & Security - Testing - Fire Alarm System Entrance Level	2	04-Mar-21	05-Mar-21	-409							
UMS.28.31.9620	UMS_MZ Safety & Security - Testing - Fire Alarm System Mezzanine Level	2	04-Mar-21	05-Mar-21	-411							
UMS.28.31.9630	UMS_PL Safety & Security - Testing - Fire Alarm System Platform Level	2	08-Mar-21	09-Mar-21	-411							
UMS.34.42.195	UMS_PL Train Control Terminations - TCS/TCU Room To Trackway Connection	15	17-Feb-21	09-Mar-21	-446							
UMS.34.42.205	UMS_PL Train Control Room - Energize Panels	5	03-Mar-21	09-Mar-21	-446							
South Concourse - Stockton St		581	21-May-18 A	05-Jan-21	-371							
North Concourse - Stockton St		622	08-Jan-18 A	04-Mar-21	-412							
Electrical - Transportation		612	29-Mar-18 A	04-Mar-21	-448							
Architectural Finishes		307	02-Apr-20 A	25-Mar-21	-433							
Conveyances		236	26-Mar-20 A	10-Mar-21	-412							
Stairs		5	07-Sep-20 A	26-Feb-21	-447							
Startup & Testing		40	17-Mar-21	11-May-21	-456							
No 13-Disp		1865	09-Jan-14 A	07-Jun-21	64							
Construction CTS Station P-1254R		1906	10-Jul-14 A	07-Jun-21	64							
Site Work / Utility Relocation		373	05-Aug-19 A	26-Mar-21	-425							
Concrete/Shotcrete		5	06-Jul-20 A	05-Mar-21	-424							
Mechanical		571	05-Mar-18 A	03-Mar-21	-407							
Misc Metal		116	03-Aug-20 A	27-Jan-21	-388							
Electrical		563	07-May-18 A	26-Mar-21	-424							
Electrical - Transportation		313	16-Dec-19 A	18-Feb-21	-438							
Architectural Finishes		486	06-May-19 A	02-Apr-21	-429							
HeadHouse		5	07-Sep-20 A	05-Mar-21	-424							
No 13-Location		486	06-May-19 A	02-Apr-21	-429							
CTS.08.33.539	CTS_CN 13 - Concessions: Install - Roll Down Door (CN-13B)	5	28-Dec-20	01-Jan-21	-418							
CTS.07.43.140	CTS_LM 10 - Install Glass Ceramic Wall Panel System - North Wall Above Escalators	9	26-Nov-20 A	07-Jan-21	-425							
CTS.09.20.582	CTS_SU 01 -Entrance : Apply Cementitious Ceiling Plaster	5	03-Aug-20 A	07-Jan-21	-368							
CTS.21.13.782	CTS_PL 05 Install - Under Platform Sprinkler Mains Sector 2	10	10-May-19 A	08-Jan-21	-408							
CTS.07.72.212	CTS_Roof - Stair 5: Install - Roof Hatch	5	05-Jan-21	11-Jan-21	-380							
CTS.07.54.525	CTS_Roof - Entrance: Install - Tapered Roof Insulation	5	10-Dec-20 A	18-Jan-21	-380							
CTS.21.13.792	CTS_PL 05 Install - Under Platform Sprinkler Mains Sector 1	9	06-May-19 A	21-Jan-21	-408							
CTS.07.43.150	CTS_UM 10 - Install Glass Ceramic Wall Panel System - North Wall Above Escalators	10	09-Nov-20 A	21-Jan-21	-425							
CTS.09.66.702	CTS_CN - Station Concourse: Layout Design - Terrazzo Flooring	5	03-Feb-20 A	22-Jan-21	-414							
CTS.09.53.634	CTS_PL Station Platform:Stair : Install - Aluminum Cladding	3	20-Jan-21	22-Jan-21	-382							
CTS.07.54.526	CTS_Roof - Entrance: Install - TPO Roof Membrane	5	16-Dec-20 A	25-Jan-21	-380							
CTS.10.28.118	CTS_PL 15 - Traction Power Rm: Set & Hook up - Eye Wash Station	1	25-Jan-21	25-Jan-21	-380							
CTS.09.90.508	CTS_CN 14 - Trash Rm: Seal Concrete Floor	1	25-Jan-21	25-Jan-21	-430							
CTS.09.90.349	CTS_UM 05 - Sewage Rm: Seal Concrete Floor	1	25-Jan-21	25-Jan-21	-395							
CTS.09.90.520	CTS_CN 24 - Valve Rm: Seal Concrete Floor	2	25-Jan-21	26-Jan-21	-396							
CTS.09.90.350	CTS_UM 09 - Fan Rm: Seal Concrete Floor	2	25-Jan-21	26-Jan-21	-406							
CTS.09.90.504	CTS_LM 08 - Aux Elect Rm: Seal Concrete Floor	2	25-Jan-21	26-Jan-21	-396							
CTS.09.90.431	CTS_UP 01 - Sump Pump Rm: Seal Concrete Floor	2	25-Jan-21	26-Jan-21	-426							
CTS.09.53.644	CTS_PL Station Platform:Stair : Install - Glass Enclosure	3	05-Oct-20 A	27-Jan-21	-382							
CTS.09.66.301	CTS_CN 03 Ticket Hall - Prepare Floor Surface - Terrazzo Flooring	5	22-Jan-21	28-Jan-21	-425							
CTS.09.66.302	CTS_CN 03 Ticket Hall - Layout Design - Terrazzo Flooring	5	22-Jan-21	28-Jan-21	-425							
CTS.09.53.502	CTS_LM 05 - Workshop: Install - Perforated Aluminum Ceiling Panels	4	12-Oct-20 A	28-Jan-21	-398							
CTS.05.50.532	CTS_CN 02 - Station Agent Booth: Install - Red Metal Cladding	2	28-Jan-21	29-Jan-21	-441							

Activity ID	Activity Name	Original Duration	Start	Finish	Total Float	2020				2021					
						Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3		
Moscone Station															
	Fourth/King Intersection	221	14-Jan-21	25-Feb-21	-443										
	Fourth Street	882	26-Feb-20 A	04-Feb-21	-428										
	Fifth Street	6	17-Apr-17 A	18-Mar-21	-423										
Fourth/Brannan Station															
	Harrison St	3	22-Feb-21	01-Mar-21	-459										
	Bryant St	629	19-Feb-18 A	19-Feb-21	-419										
	Harrison St	3	07-Jan-19 A	05-Mar-21	-454										
	Bryant St	6	19-Jun-17 A	16-Mar-21	-465										
	Brannan St	625	30-Dec-19 A	19-Mar-21	-459										
	Townsend St	39	20-Apr-16 A	12-Apr-21	-481										
Northbound Tunnel or Trackway															
STS.34.42.0510	STS_Install: Train Control - ATSC Entry Point Signage - Portal	1	28-Dec-20	28-Dec-20	-403										
STS.34.42.0900	STS_Install: Train Control - ATSC Entry Point Signage - Moscone Station	1	29-Dec-20	29-Dec-20	-403										
STS.34.42.2270	STS_Install: Train Control - Train Control Conduit - & JB's NB Portal To Moscone	4	20-Mar-17 A	30-Dec-20	-447										
STS.34.42.1270	STS_Install: Train Control - ATSC Entry Point Signage - Union Square Station	1	30-Dec-20	30-Dec-20	-403										
STS.34.42.1640	STS_Install: Train Control - ATSC Entry Point Signage - Chinatown	1	31-Dec-20	31-Dec-20	-403										
STS.34.42.0500	STS_Install: Security - NB Portal Intrusion Devices	2	31-Dec-20	01-Jan-21	-427										
STS.34.42.0480	STS_Install: Train Control - Axle Counter Electronics Boxes/Track Heads NB Portal to Moscone	6	28-Dec-20	04-Jan-21	-418										
STS.34.42.0490	STS_Install: Train Control - Remote Feed Boxes- NB Portal to Moscone	1	04-Jan-21	04-Jan-21	-408										
STS.34.42.0880	STS_Install: Train Control - Remote Feed Boxes- NB Moscone to Union Square	1	05-Jan-21	05-Jan-21	-408										
STS.34.42.1260	STS_Install: Train Control - Remote Feed Boxes- NB Union Square to Chinatown	1	06-Jan-21	06-Jan-21	-408										
STS.34.42.2370	STS_Install: Train Control - Train Control Pull ATSC Wire & Cable NB Portal To Moscone	4	04-Jan-21	07-Jan-21	-437										
STS.34.23.1230	STS_Install: Tunnel Electrical - OCS Catenary Hangers - NB Union Square to Chinatown	5	16-Mar-20 A	11-Jan-21	-473										
STS.34.42.0410	STS_Install: Train Control - Train Control Signals - NB Portal to Moscone	6	04-Jan-21	11-Jan-21	-427										
STS.34.420.870	STS_Install: Train Control - Axle Counter Electronics Boxes/Track Heads- NB Moscone to Union Squ:	6	05-Jan-21	12-Jan-21	-418										
STS.34.42.2260	STS_Install: Train Control - Train Control Conduit - & JB's NB Moscone to Union Square	13	12-Mar-18 A	13-Jan-21	-447										
STS.34.23.1940	STS_Install: Tunnel Electrical - OCS Steady Arm Assemblies - NB Moscone to Union Square	7	03-Aug-20 A	13-Jan-21	-474										
STS.34.23.1860	STS_Install: Tunnel Electrical - OCS Wires. Spacers, Insulators - NB Portal To Moscone	4	11-Jan-21	14-Jan-21	-475										
STS.34.23.1220	STS_Install: Tunnel Electrical - OCS Elastic Arm Assemblies - NB Union Square to Chinatown	3	03-Aug-20 A	14-Jan-21	-469										
STS.26.05.2000	STS_Install: Tunnel Electrical - Emerg Tel/SFFD Tel/Blue Lights - NB Chinatown to North Limits	2	14-Jan-21	15-Jan-21	-416										
STS.26.05.3790	STS_Install: Tunnel Electrical - Pull & Terminate Emerg Tel/SFFD Tel/Blue Lights - NB Union Square	5	11-Jan-21	15-Jan-21	-414										
STS.34.42.0790	STS_Install: Train Control - Train Control Signals - NB Moscone to Union Square	6	12-Jan-21	19-Jan-21	-427										
STS.26.05.3800	STS_Install: Tunnel Electrical - Pull & Terminate Emerg Tel/SFFD Tel/Blue Lights - NB Chinatown to	2	18-Jan-21	19-Jan-21	-416										
STS.34.42.1250	STS_Install: Train Control - Axle Counter Electronics Boxes/Track Heads NB Union Square to Chinat	6	12-Jan-21	20-Jan-21	-418										
STS.34.23.1950	STS_Install: Tunnel Electrical - OCS Steady Arm Assemblies - NB Union Square to Chinatown	7	03-Aug-20 A	20-Jan-21	-473										
STS.34.23.1850	STS_Install: Tunnel Electrical - OCS Wires. Spacers, Insulators - NB Moscone to Union Square	6	15-Jan-21	22-Jan-21	-475										
STS.34.42.1620	STS_Install: Train Control - Axle Counter Electronics Boxes/Track Heads NB Chinatown to North Limi	1	25-Jan-21	25-Jan-21	-420										
STS.34.42.1630	STS_Install: Train Control - Remote Feed Boxes- NB Chinatown to North Limits	1	25-Jan-21	25-Jan-21	-420										
STS.34.23.1600	STS_Install: Tunnel Electrical - OCS Catenary Hangers - NB Chinatown to North Limits	2	16-Mar-20 A	26-Jan-21	-431										
STS.34.42.0520	STS_Install: Train Control - NB Switch Machines @ Chinatown Crossover	2	19-Aug-19 A	26-Jan-21	-421										
STS.34.42.2280	STS_Install: Train Control - Train Control Conduit - & JB's NB Union Square to Chinatown	14	20-Apr-16 A	27-Jan-21	-447										
STS.34.23.1590	STS_Install: Tunnel Electrical - OCS Elastic Arm Assemblies - NB Chinatown to North Limits	1	27-Jul-20 A	27-Jan-21	-427										
STS.34.42.1170	STS_Install: Train Control - Train Control Signals - NB Union Square to Chinatown	6	20-Jan-21	27-Jan-21	-427										
STS.34.42.1540	STS_Install: Train Control - Train Control Signals - NB Chinatown to North Limits	3	28-Jan-21	01-Feb-21	-427										
STS.34.23.1960	STS_Install: Tunnel Electrical - OCS Steady Arm Assemblies - NB Chinatown to North Limits	5	03-Aug-20 A	02-Feb-21	-431										
STS.34.23.1870	STS_Install: Tunnel Electrical - OCS Wires. Spacers, Insulators - NB Union Square to Chinatown	8	25-Jan-21	03-Feb-21	-475										
STS.34.42.2250	STS_Install: Train Control - Train Control Conduit - & JB's NB Chinatown to North Limits	5	28-Jan-21	03-Feb-21	-429										
STS.28.20.1720	STS_Install: Tunnel Electrical - CCTV Cameras - NB Portal To Moscone	2	05-Feb-21	08-Feb-21	-444										
STS.34.22.2900	STS_Install: Tunnel Electrical - Pull/Terminate Traction Power Cable - PFCB NB03 To NB01 - MOS Tr	8	04-May-20 A	09-Feb-21	-475										
STS.34.23.1840	STS_Install: Tunnel Electrical - OCS Wires. Spacers, Insulators - NB Chinatown to North Limits	5	04-Feb-21	10-Feb-21	-432										
STS.28.20.1760	STS_Install: Tunnel Electrical - CCTV Pull Wire & Terminate NB Portal To Moscone	2	09-Feb-21	10-Feb-21	-437										
STS.34.22.3090	STS_Install: Tunnel Electrical - Pull/Terminate OCS Riser Cable - PFCB NB03 To NB01 - MOS To Por	2	09-Nov-20 A	11-Feb-21	-475										

Activity ID	Activity Name	Original Duration	Start	Finish	Total Float	2020		2021		
						Q4	Q1	Q2	Q3	
STS.34.22.2880	STS_Install: Tunnel Electrical - Pull/Terminate Traction Power Cable - PS-04 To PFCB NB11 - UMS :	2	03-Aug-20 A	15-Feb-21	-474					STS_Install: Tunnel Electrical - Pull/Terminate Traction Power Cable - PS-04 To PFCB NB11
STS.28.20.1730	STS_Install: Tunnel Electrical - CCTV Cameras - NB Moscone to Union Square	5	09-Feb-21	15-Feb-21	-444					STS_Install: Tunnel Electrical - CCTV Cameras - NB Moscone to Union Square
STS.34.22.2890	STS_Install: Tunnel Electrical - Pull/Terminate Traction Power Cable - PFCB NB11To NB04 - UMS To	8	11-May-20 A	17-Feb-21	-474					STS_Install: Tunnel Electrical - Pull/Terminate Traction Power Cable - PFCB NB11To NB04
STS.28.20.1770	STS_Install: Tunnel Electrical - CCTV Pull Wire & Terminate NB Moscone to Union Square	2	16-Feb-21	17-Feb-21	-440					STS_Install: Tunnel Electrical - CCTV Pull Wire & Terminate NB Moscone to Union Square
STS.34.22.3280	STS_Install: Tunnel Electrical - Pull/Terminate Traction Power Cable - NB Portal Pull Box To MH1890	5	12-Feb-21	18-Feb-21	-475					STS_Install: Tunnel Electrical - Pull/Terminate Traction Power Cable - NB Portal Pull Box T
STS.34.22.2910	STS_Install: Tunnel Electrical - Pull/Terminate Traction Power Cable - PS-05 To PFCB NB10 - UMS	1	01-Jun-20 A	19-Feb-21	-475					STS_Install: Tunnel Electrical - Pull/Terminate Traction Power Cable - PS-05 To PFCB NB
STS.34.22.2390	STS_Install: Train Control - Train Control Pull ATSC Wire & Cable NB Union Square to Chinatown	14	02-Feb-21	19-Feb-21	-441					STS_Install: Train Control - Train Control Pull ATSC Wire & Cable NB Union Square to Ch
STS.34.42.2400	STS_Install: Train Control - Train Control Pull ATSC Wire & Cable NB Chinatown to North Limits	2	22-Feb-21	23-Feb-21	-441					STS_Install: Train Control - Train Control Pull ATSC Wire & Cable NB Chinatown to Nort
STS.28.20.1740	STS_Install: Tunnel Electrical - CCTV Cameras - NB Union Square to Chinatown	6	16-Feb-21	23-Feb-21	-444					STS_Install: Tunnel Electrical - CCTV Cameras - NB Union Square to Chinatown
STS.34.22.2920	STS_Install: Tunnel Electrical - Pull/Terminate Traction Power Cable - PFCB NB10 To NB06 - UMS Tc	7	04-May-20 A	24-Feb-21	-475					STS_Install: Tunnel Electrical - Pull/Terminate Traction Power Cable - PFCB NB10 To N
STS.34.22.3070	STS_Install: Tunnel Electrical - Pull/Terminate OCS Riser Cable - PS-04 To PFCB NB11 - UMS Sout	1	25-Feb-21	25-Feb-21	-475					STS_Install: Tunnel Electrical - Pull/Terminate OCS Riser Cable - PS-04 To PFCB NB1
STS.28.20.1710	STS_Install: Tunnel Electrical - CCTV Cameras NB Chinatown to North Limits	2	24-Feb-21	25-Feb-21	-444					STS_Install: Tunnel Electrical - CCTV Cameras NB Chinatown to North Limits
STS.28.20.1780	STS_Install: Tunnel Electrical - CCTV Pull Wire & Terminate NB Union Square to Chinatown	2	24-Feb-21	25-Feb-21	-444					STS_Install: Tunnel Electrical - CCTV Pull Wire & Terminate NB Union Square to Chin
STS.28.20.1750	STS_Install: Tunnel Electrical - CCTV Pull Wire & Terminate NB Chinatown to North Limits	1	26-Feb-21	26-Feb-21	-444					STS_Install: Tunnel Electrical - CCTV Pull Wire & Terminate NB Chinatown to North L
STS.34.22.3080	STS_Install: Tunnel Electrical - Pull/Terminate OCS Riser Cable - PFCB NB05 To NB04 - UMS To MC	3	08-Dec-20 A	01-Mar-21	-475					STS_Install: Tunnel Electrical - Pull/Terminate OCS Riser Cable - PFCB NB05 To NE
STS.34.22.3100	STS_Install: Tunnel Electrical - Pull/Terminate OCS Riser Cable - PS-05 To PFCB NB10 - UMS Sour	1	02-Mar-21	02-Mar-21	-475					STS_Install: Tunnel Electrical - Pull/Terminate OCS Riser Cable - PS-05 To PFCB N
STS.34.22.3110	STS_Install: Tunnel Electrical - Pull/Terminate OCS Riser Cable - PFCB NB10 To NB06 - UMS To MC	1	03-Mar-21	03-Mar-21	-475					STS_Install: Tunnel Electrical - Pull/Terminate OCS Riser Cable - PFCB NB10 To N
STS.34.22.2860	STS_Install: Tunnel Electrical - Pull/Terminate Traction Power Cable - PFCB NB18 To NB12 - CTS Tr	15	08-Jun-20 A	09-Mar-21	-475					STS_Install: Tunnel Electrical - Pull/Terminate Traction Power Cable - PFCB NB
STS.34.22.2870	STS_Install: Tunnel Electrical - Pull/Terminate Traction Power Cable - PFCB NB12 To PS-01 - UMS	2	10-Mar-21	11-Mar-21	-475					STS_Install: Tunnel Electrical - Pull/Terminate Traction Power Cable - PFCB NB
STS.34.22.2850	STS_Install: Tunnel Electrical - Pull/Terminate Traction Power Cable - PS-10 To PFCB NB18 - CTS S	2	05-Oct-20 A	12-Mar-21	-475					STS_Install: Tunnel Electrical - Pull/Terminate Traction Power Cable - PS-10 T
STS.34.22.3040	STS_Install: Tunnel Electrical - Pull/Terminate OCS Riser Cable - PS-10 To PFCB NB18 - CTS Sout	1	15-Mar-21	15-Mar-21	-475					STS_Install: Tunnel Electrical - Pull/Terminate OCS Riser Cable - PS-10 To
STS.34.22.3050	STS_Install: Tunnel Electrical - Pull/Terminate OCS Riser Cable - PFCB NB18 To NB12 - CTS To Un	3	14-Dec-20 A	16-Mar-21	-475					STS_Install: Tunnel Electrical - Pull/Terminate OCS Riser Cable - PFCB NB
STS.34.22.3060	STS_Install: Tunnel Electrical - Pull/Terminate OCS Riser Cable - PFCB NB12 To PS-01 - UMS Nort	1	07-Dec-20 A	17-Mar-21	-475					STS_Install: Tunnel Electrical - Pull/Terminate OCS Riser Cable - PFCB NB
STS.34.22.2840	STS_Install: Tunnel Electrical - Pull/Terminate Traction Power Cable - PFCB NB19 To PS-06 - China	2	05-Oct-20 A	18-Mar-21	-475					STS_Install: Tunnel Electrical - Pull/Terminate Traction Power Cable - PFC
STS.34.22.3030	STS_Install: Tunnel Electrical - Pull/Terminate OCS Riser Cable - PFCB NB19 To PS-06 - Chinatowr	1	19-Mar-21	19-Mar-21	-475					STS_Install: Tunnel Electrical - Pull/Terminate OCS Riser Cable - PFCB N
STS.34.42.0390	STS_Install: Train Control - Train Control Cable Loop System NB Portal To Moscone	4	13-May-19 A	24-Mar-21	-475					STS_Install: Train Control - Train Control Cable Loop System NB Porta
STS.34.42.0770	STS_Install: Train Control - Train Control Cable Loop System NB Moscone to Union Square	13	22-Mar-21	07-Apr-21	-475					STS_Install: Train Control - Train Control Cable Loop System
STS.34.42.1150	STS_Install: Train Control - Train Control Cable Loop System NB Union Square to Chinatown	14	22-Mar-21	08-Apr-21	-475					STS_Install: Train Control - Train Control Cable Loop System
STS.34.42.1520	STS_Install: Train Control - Train Control Cable Loop System NB Chinatown to North Limits	2	09-Apr-21	12-Apr-21	-475					STS_Install: Train Control - Train Control Cable Loop System
Southbound Tunnel or Trackway		1044	21-Apr-16 A	25-Mar-21	116					
King Substation (Traction Power)		10	11-Jan-21	22-Jan-21	-444					
Power Control Center (Near Bryant/Alameda)		25	25-Jan-21	26-Feb-21	-444					
No 13-Location		881	14-May-14 A	31-Mar-21	112					
Electrical - Transportation		10	28-Dec-20	08-Jan-21	-429					
Track System Work		120	06-Jun-16 A	05-Jan-21	-425					
Startup & Testing		40	13-Apr-21	07-Jun-21	-475					
No 13-Disp		1799	14-May-14 A	07-Jun-21	64					
Unallocated Contingency		317	28-Dec-20	30-Mar-22	-461					

Appendix C

PROJECT SCOPE AND FUNDING OVERVIEW

Project Overview

The Central Subway Project will construct a modern, efficient light-rail line that will improve public transit in San Francisco. This new 1.7-mile extension of Muni's T Third Line will provide direct connections to major retail, sporting and cultural venues while efficiently transporting people to jobs, educational opportunities and other amenities throughout the city.

The Central Subway Project is Phase 2 of the San Francisco Municipal Transportation Agency's (SFMTA) Third Street Light Rail Transit Project. Phase 1 of the project constructed a 5.1-mile light-rail line along the densely populated 3rd Street corridor. It began revenue service in April 2007, restoring light-rail service to a high transit-ridership area of San Francisco for the first time in 50 years.

The Central Subway Project will extend the T Third Line from the 4th Street Caltrain Station to Chinatown, providing a direct, rapid transit link from the Bayshore and Mission Bay areas to SoMa, Union Square and downtown.

Four new stations will be built along the 1.7-mile project alignment—an above-ground station at 4th and Brannan streets and three underground stations at Moscone Center, Union Square and Chinatown.

The Central Subway will run through the burgeoning technology and digital-media hub in SoMa, where dozens of companies have taken up residence along the 4th Street corridor. Increased



Project Overview - continued

transit options will attract new employers – the Central Subway makes travel more convenient throughout the corridor and improves connections to downtown, local and regional rail and the Muni bus system.

The Central Subway Project will contribute to San Francisco’s economic competitiveness and help secure the city’s status of a regional, national and global hub. It will provide a pollution-free transit option that will reduce the environmental impact of transportation in the city, save natural resources, reduce traffic congestion and improve public transit for thousands of San Franciscans.

Funding Overview

The Central Subway Project is funded by the federal government, the State of California, the Metropolitan Transportation Commission, the San Francisco County Transportation Authority (SFCTA) and the City and County of San Francisco.

The majority of funding for the Central Subway Project is expected to be provided by the Federal Transit Administration’s (FTA) New Starts program, with a total commitment over the life of the project of \$942.2 million. To date, \$41 million in Department of Transportation Congestion Mitigation and Air Quality Improvement Program funds have been committed and expended.

With the addition in the December 2013 MPR of work to relocate the retrieval site for two tunnel boring machines (TBMs), the SFMTA’s baseline budget for the Central Subway Project is \$1.588 billion. In total, about half of the Third Street Light Rail Transit Project’s funding is from federal sources, with the remaining half from state and local sources. This is in line with the expectations of the FTA for New Starts-financed programs.

The table below summarizes the local, state and federal fund sources for both phases of the T Third Line including with the addition of the retrieval shaft to the Phase 2 totals.

	T Third (Phase 1)	Central Subway (Phase 2 + Retrieval Shaft Relocation)	Total (Phase 1 + Phase 2 + Retrieval Shaft Relocation)	Percentage of Total
Federal	\$123.380	\$983.225	\$1,106.605	49.5%
State	\$160.700	\$471.100	\$631.800	28.2%
Local	\$364.380	\$133.675	\$498.055	22.3%
Total	\$648.460	\$1,588.000	\$2,236.460	100.0%

All amounts in millions of dollars

The six charts that follow summarize use of fund sources by phase and with the addition of the retrieval shaft relocation additional budget and funding:

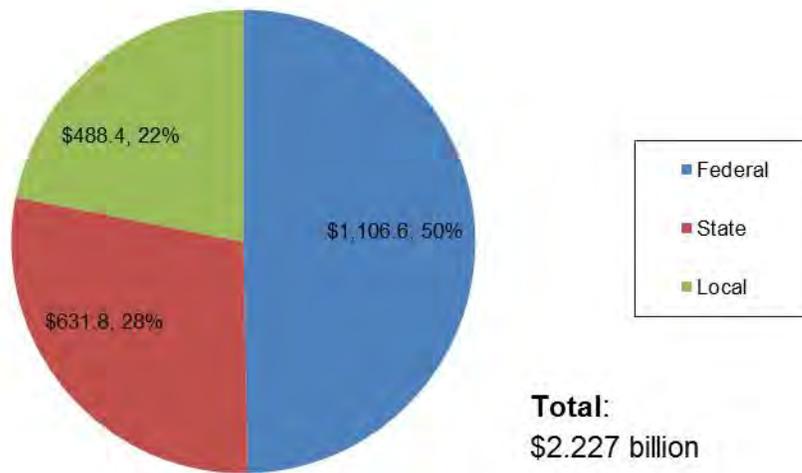
- Phase 1 + Phase 2 of the T Third Line federal, state and local funding percentages previous to the addition of the retrieval shaft relocation budget and funding in December 2013.

Funding Overview - continued

- Phase 2 Central Subway Project only total funding source percentages previous to the addition of the retrieval shaft relocation budget and funding.
- Phase 2 Central Subway Project only detail of the six State and Local funding sources previous to the addition of the retrieval shaft relocation.
- The next three charts that follow are the above three data sets above with the retrieval shaft relocation budget and funding added to the overall presentation.

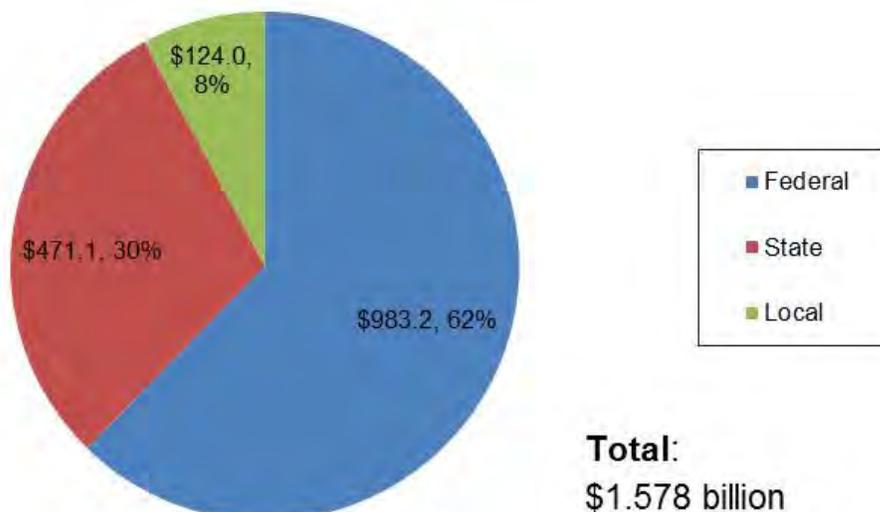
Third Street Light Rail Transit Project Funding

Phase 1 + Phase 2
(\$ in millions)



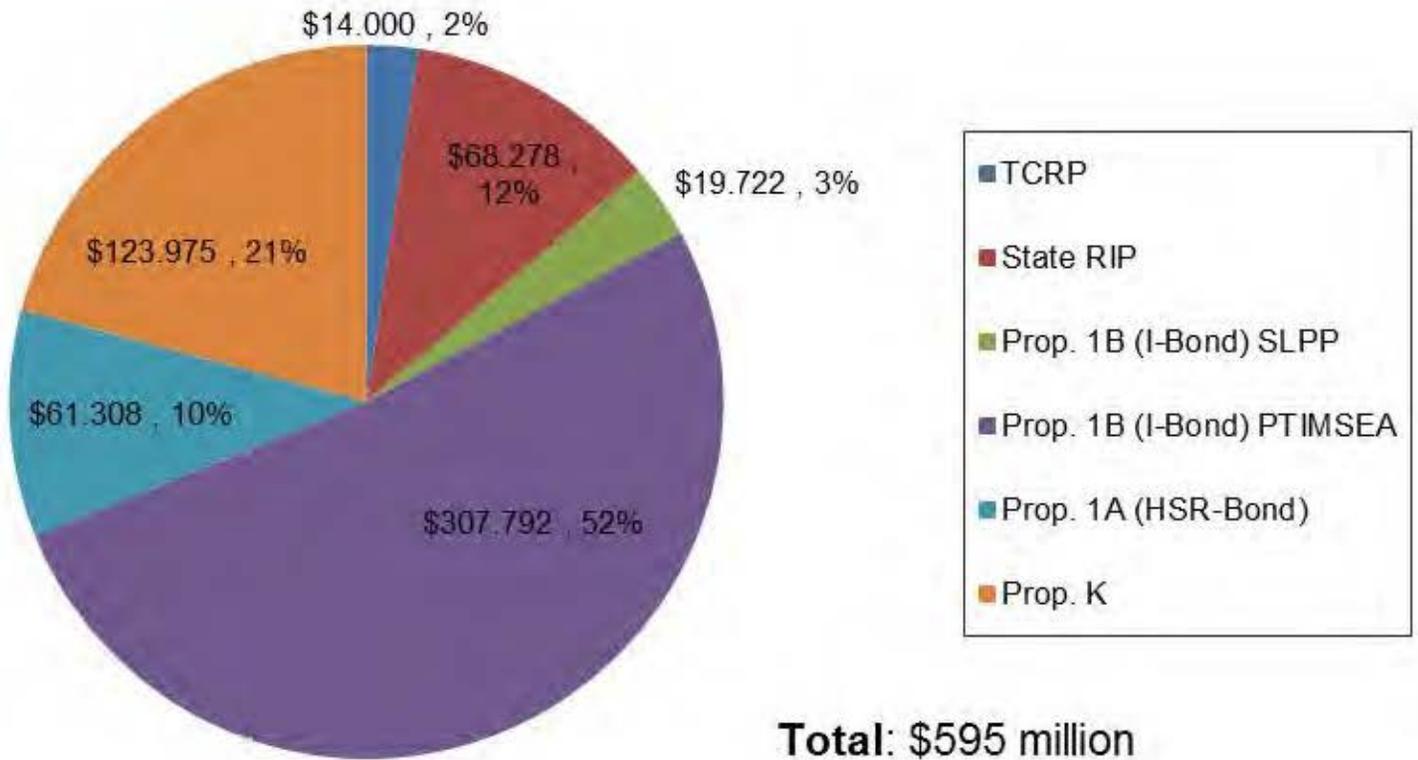
Central Subway Project Funding

Phase 2
(\$ in millions)



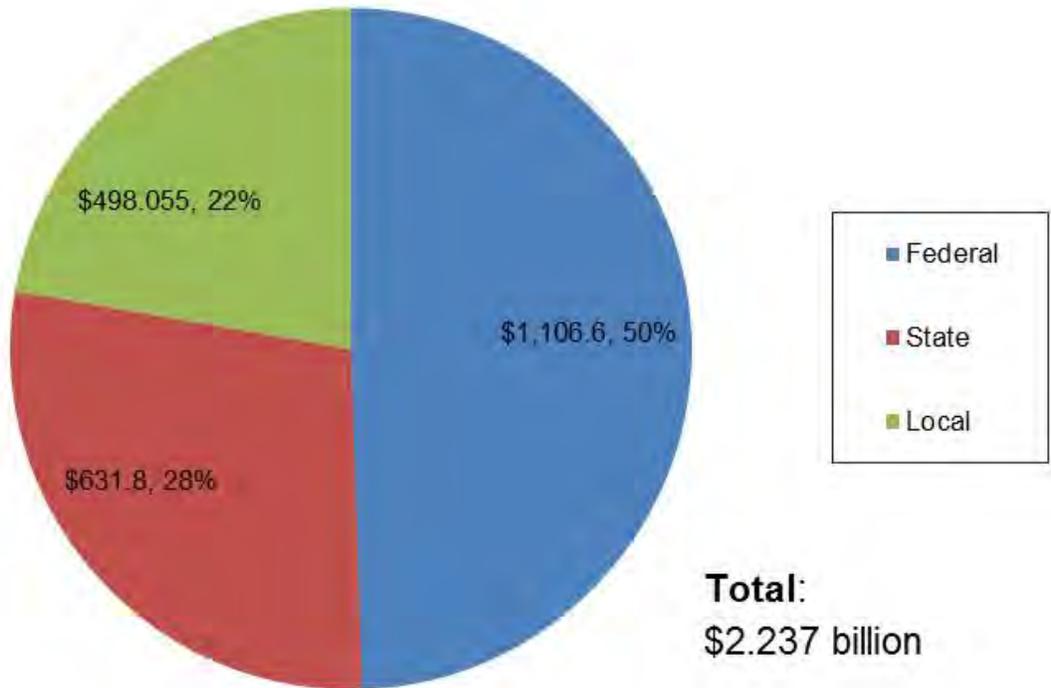
State and Local Funding

Phase 2
(\$ in millions)



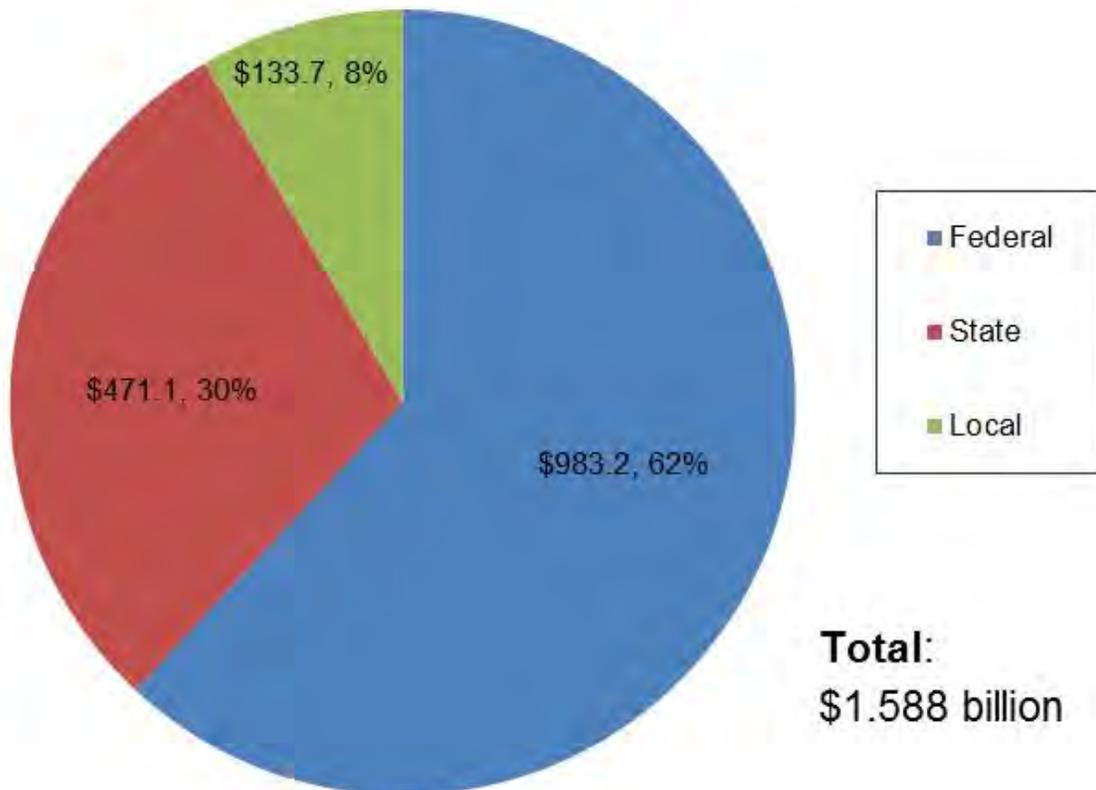
Third Street Light Rail Transit Project Funding

Phase 1 + Phase 2 + Retrieval Shaft Relocation
(\$ in millions)

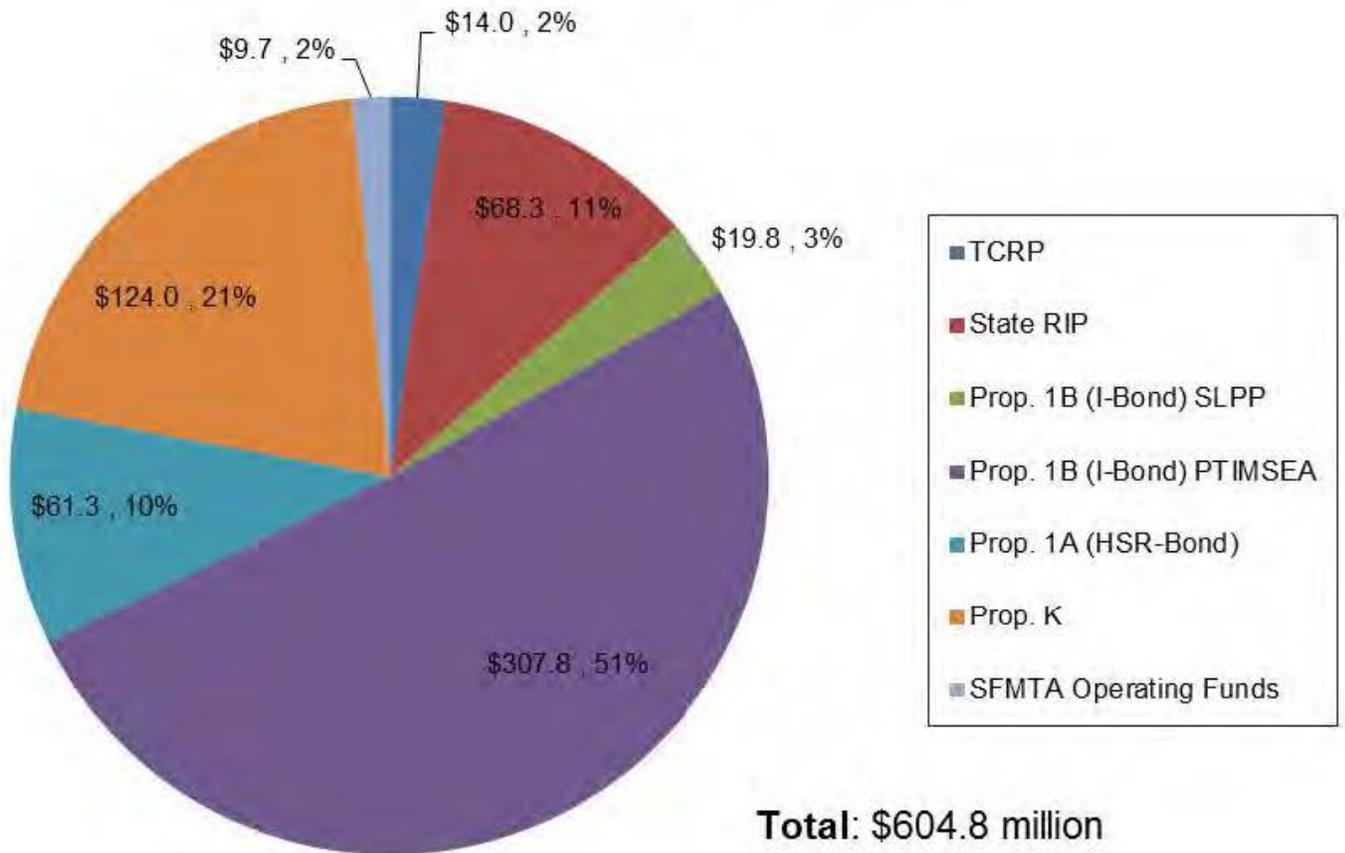


Central Subway Project Funding

Phase 2 + Retrieval Shaft Relocation
(\$ in millions)



State and Local Funding Phase 2 + Retrieval Shaft Relocation (\$ in millions)



Appendix D

COMPLETED CONTRACTS

Moscone Station and Portal Utility Relocation

Contract 1250

Contractor: Synergy Project Management, Inc.

Budget/Expenditures

Category	Amount
Original Budget	\$11,227,316
Expenditures Final	\$11,968,150
Utility Reimbursements	(\$2,275,419)
Final Program Cost	\$9,692,731
Budget Impact (Underrun)	(\$1,534,585)

Contract Details

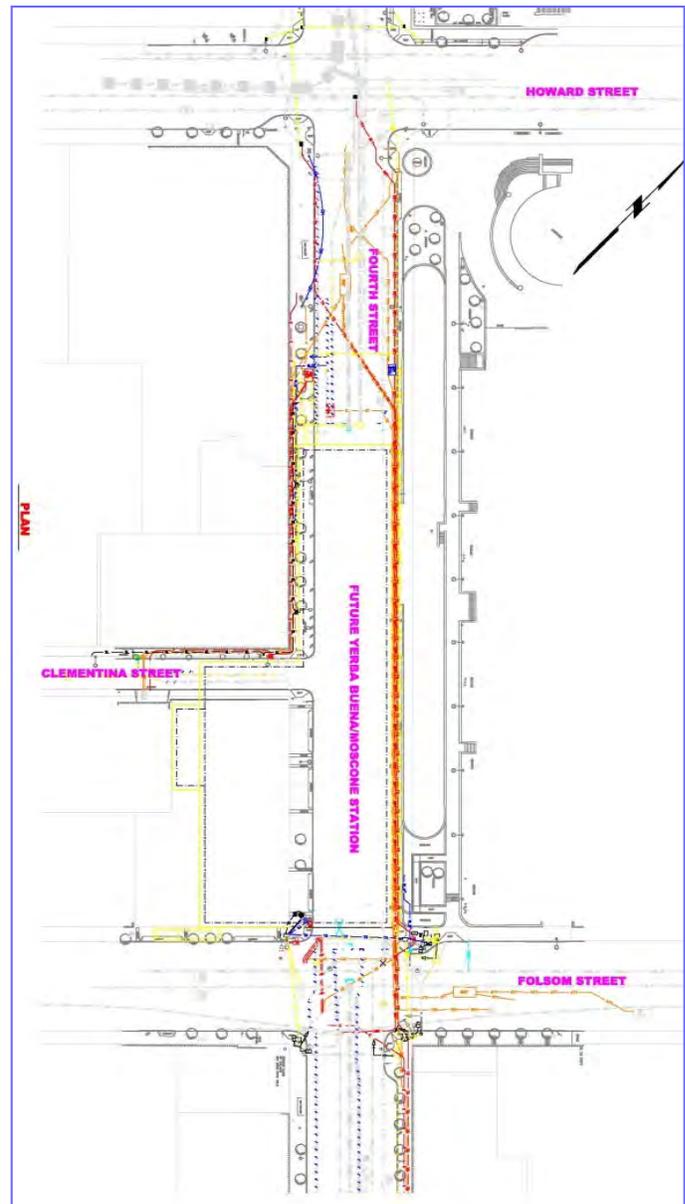
Contract Awarded:	November 17, 2009
Notice to Proceed:	January 4, 2010
Substantial Completion:	June 23, 2011
Contract Award Value:	\$ 9,273,939
Modifications Final :	\$ 2,694,211
Final Contract Value:	\$11,968,150

Status

- Work complete
- Project closeout administration and documentation
- Final Completion Date: June 23, 2011

Description

This project relocates utilities within the footprint of the proposed Yerba Buena/Moscone Station and the 4th Street Portal where the tunnel boring machines will descend underground. Also included is installation of building protections and monitoring of buildings adjacent to utility trenches.



Union Square/Market Street Station Utility Relocation

Contract 1251

Contractor: Synergy Project Management, Inc.

Budget/Expenditures	
Category	Amount
Original Budget	\$22,199,847
Expenditures Final	\$20,669,081
Utility Reimbursements	(7,413,510)
Final Program Costs	\$13,176,169
Budget Impact (Underrun)	(9,023,678)

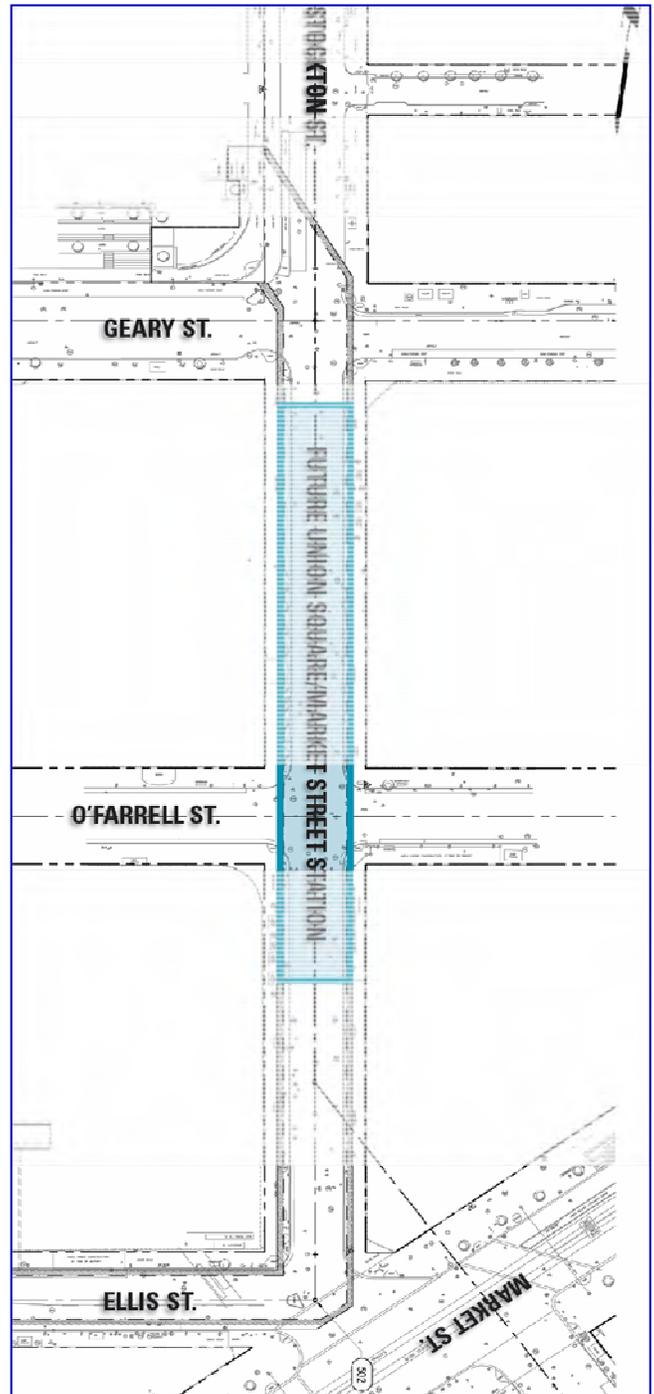
Contract Details	
Contract Awarded:	December 7, 2010
Notice to Proceed:	January 12, 2011
Substantial Completion:	August 16, 2012
Contract Award Value:	\$16,832,550
Modifications Final:	\$3,836,531
Final Contract Value:	\$20,669,081

Status

- Final completion on October 15, 2012
- Completed punch list work
- Project Final Acceptance on November 15, 2013
- Completed final construction contract administrative closeout in June 2017

Description

This project relocates utilities for the Union Square/Market Street Station and temporarily reroutes existing trolley coach lines around the construction.



Central Subway Pagoda Palace Demolition

Contract 1277 Contractor: MH Construction

Work Description

Demolish and clear the former Pagoda Theater for use the site to recover the tunnel boring machines when tunnels are completed in 2015. Locate and supply contractor facilities and installations. Obtain permits and approvals and coordinate work with City agencies and utility companies. Furnish and install signs and distribute notices to the local community prior to commencing with construction, cleanup and remove of debris from the site.

- Contract funded by SFMTA Operating funds
- Work was substantially completed September 24, 2013
- Completed administrative closeout in June 2016

Budget/Expenditures	
Category	Amount
Current Budget	\$648,976
Expenditures to Date	\$648,976

Contract Details	
Contract Awarded:	June 12, 2013
Notice to Proceed:	July 15, 2013
Substantial Completion:	Sept. 24, 2013
Contract Award Value:	\$498,995
Modifications to Date:	\$149,981
Current Contract Value:	\$648,976



Central Subway Tunneling

Contract 1252 Contractor: Barnard Impregilo Healy Joint Venture

Description of Work

1.5-mile twin bore tunnels from Hwy I-80 to North Beach using two tunnel boring machines (TBMs). Contractor procurement and installation of the TBMs; construction of the TBM launch box and retrieval shaft excavation support; Yerba Buena/Moscone Station and Union Square/Market Street Station end walls; tunnel excavation and installation of precast segmental lining, the 4th Street portal transition to the surface and cross passages. Throughout, settlement monitoring and protection of existing utilities, buildings and BART tunnels.

Status

- Final Completion Date: May 15, 2015
- Completed administrative closeout in November 2018

Budget/Expenditures	
Category	Amount
Current Budget	\$239,973,354
Other Project Budget	\$5,150,000
Other Offset Credits	\$1,312,101
Expenditures Final	\$233,511,253

Contract Details	
Contract Awarded:	June 28, 2011
Notice to Proceed 1:	January 27, 2012
Notice to Proceed 2:	March 14, 2012
Partial NTP 3:	April 12, 2012
Notice to Proceed 3:	October 15, 2012
Substantial Completion:	April 15, 2015
Contract Award Value:	\$233,584,015
Modifications to Date:	\$6,389,339
Final Contract Value:	\$239,973,354



Appendix E

SBE PARTICIPATION

Quarterly Report

Current Report: October 2020 to December 2020

PROGRAM SUPPORT CONTRACTS – SBE PARTICIPATION

Appendix E presents the Central Subway Program Small Business Enterprise or SBE goals and the actual SBE participation achieved to date – as of December 31, 2020.¹

CS Program SBE Summary Table for Professional Services and Construction Contracts

The summary compares the dollar value of the Base Contracts, the SBE Contract Goals, the percent and dollar value expended to date and the SBE actual participation to date.

CS Program SBE Summary Table for Professional Services and Construction Contracts

Contract No.	Contractor	Services/Segment	A	B	C	D	E	F	G	
			Contract Amount	SFMTA SBE Contract Goal	Contract Expenditure to Date (Est.)	SBE Actual to Date	SBE Contract \$s = A * B	SBE Amount to Date = C * D	Contractor's SBE Goal (in Bid)	
A Project Professional Services Contracts			millions		millions		millions	millions		
1	149	CS Partnership	Project Management	\$147.38	30%	\$102.98	32.4%	\$44.21	\$33.39	31.4%
2	156	Hill International	Project Controls Task 1	\$17.11	26%	\$10.12	29.3%	\$4.45	\$2.96	26.0%
3	155-1	PB Telemon	Tunnels Design	\$7.94	30%	\$7.90	30.2%	\$2.38	\$2.39	31.6%
4	155-2	CS Design Group	Stations Design	\$54.78	30%	\$49.83	32.0%	\$16.43	\$15.95	36.4%
5	155-3	HNTB, Inc.- B&C	Systems, Track & Surface Station Design	\$18.89	30%	\$18.89	25.8%	\$5.67	\$4.87	30.0%
Subtotal Professional Services				\$246.10		\$189.73		\$73.15	\$59.56	
B Project Construction Contracts			millions		millions		millions	millions		
1	1250	Synergy Inc	Utility Relocation 1	\$11.97	20%	\$11.97	97.2%	\$2.39	\$11.63	96.4%
2	1251	Synergy Inc	Utility Relocation 2	\$20.70	20%	\$20.70	87.4%	\$4.14	\$18.10	94.9%
3	1252	BIH	Tunnels and Portal - in Construction	\$239.97	6%	239.97	5.8%	\$14.40	\$13.88	6.1%
4	1277	MH Construction	Pagoda Demolition	\$0.65	100%	\$0.65	100.0%	\$0.65	\$0.65	100.0%
5	1300	Tutor-Perini	Stations/Track/Systems - in Construction	1006.25	20%	\$987.30	18.7%	\$201.25	\$184.22	25.5%
Subtotal Construction Contracts				\$1,279.54		\$1,260.59		\$222.83	\$228.47	
Contract	Contractor	Services/Segment	Base Contract	SFMTA Goal	Expenditures	SBE Actual	= A * B	= C * D	Bid Goal	
			A	B	C	D	E	F	G	

SBE Summary Table Notes and Sources:

- a) Column A is the base contract amount awarded. Column B is the Agency SBE goal percent for each contract awarded.

The SFMTA SBE Contract Goals are also on the Central Subway web site under the listing of on-going contracts – see “**Closed and Awarded Contracts**” at this link: <http://centralsubwaysf.com/content/closed-and-awarded-contracts>

- b) Column C shows each contract’s current amount expended to date (estimated) including accruals. Column D is the actual SBE percent level of each contract based on payments to date. Column E is the expected SBE dollar amount when the contract amount is completed and the SFMTA SBE goal achieved using this calculation: Columns A * B = Column E, the SBE Expected \$ Amount. Column F is the actual SBE dollar amount out of the total contract expenditure to date:

¹ An SBE is a for-profit, small business concern with a three (3) year average gross revenue not exceeding \$14 million or \$12 million, depending on the scope of work to be performed, that is certified under any of the following programs: the State of California’s Small Business Program with the Department of General Services (“State Program”), the City and County of San Francisco’s LBE Program (“City Program”), or the California Unified Certification Program (“Federal DBE program”).

Columns C * D = Column F, the SBE Expended \$ Amount.

The source of the SBE Actual percent to date and dollar amounts are Progress Payment Applications and Contractor's monthly submittals that may include the current estimated accruals. The BIH SBE percent is from the contractor's progress payment #40, Form 6.

- c) Column G, the Contractor's SBE Goal in the submitted bid, is background information that is not calculated in the table. The table source of the Contractor's SBE Goals is from the SFMTA Contract Compliance Office. A Contractor's SBE goal in the bid is one source used by SFMTA Contract Compliance to assess and propose the Agency's SBE goal for a contract.
- d) The three construction contracts shown in **bold type, 1250, 1251 and 1277**, with gray background, are completed contracts. Little to no changes will be shown in future reports.
- e) The SBE Hill International Actual to Date SBE participation is 29.3% for the overall SFMTA contract. The Hill International data is for the Central Subway Task 1 portion of the Hill International contract to provide SFMTA Project Controls services and systems.
- f) The SBE SFMTA goal for Contract 1300 Tutor-Perini is 20% SBE with a provision of 50% for trucking.

The 1300 Tutor-Perini SBE percent Actual is based on the SBE data provided in Progress Payment #87 December 2020, SFMTA SBE FORM No. 6.

- g) The SBE SFMTA goal for Contract 1277 MH Construction was based on an SBE set-aside.

SBE Participation Details

The two tables that follow present the Central Subway's professional services and construction contract amounts, expenditures and SBE levels with additional details.

Active Professional Services Contracts - SBE Participation Details

As of: 12/31/2020

Contract:	Project Management and Construction management	
Contract No.	CS-149 Central Subway Partnership*	
Status:	On-going	
	Base Contract Value	\$97,715,988
	Approved Change Orders	-0-
	Current Contract Value	\$147,375,171
	Expended to Date (est.)	102,982,284
	% Expended	69.9%
	SBE SFMTA Goal	30.0%
	SBE Participation	32.4%

Contract:	Project Controls Cost and Schedule Support	
Contract No.	CS 156 Hill International Task 1*	
Status:	On-going	
	Base Contract Value	\$17,112,873
	Approved Change Orders	-0-
	Current Contract Value	\$17,112,873
	Expended to Date (est.)	\$10,115,598
	% Expended	59.1%
	SBE SFMTA Goal	26.0%
	SBE Participation	29.3%

Contract:	Design Package 1 for CNs 1250, 1251 and 1252 Tunnels	
Contract No.	CS-155-1 PB / Telemon*	
Status:	Design is completed. Construction support ongoing	
	Base Contract Value	\$5,795,000
	Approved Change Orders (7)	\$2,145,159
	Current Contract Value	\$7,940,159
	Expended to Date (est.)	\$7,904,713
	% Expended	99.6%
	SBE SFMTA Goal	30.0%
	SBE Participation	30.2%

Contract:	Design Package 2 for 1253 UMS, 1254 CTS, 1255 YBM	
Contract No.	CS-155-2 Central Subway	
Status:	Design is completed. Construction support ongoing	
	Base Contract Value	\$39,949,948
	Approved Change Orders (6)	\$14,829,744
	Current Contract Value	\$54,779,692
	Expended to Date (est.)	49,832,278.08
	% Expended	91.0%
	SBE SFMTA Goal	30.0%
	SBE Participation	32.0%

Contract:	DP 3 Systems, Track work,	
Contract No.	CS-155-3 HNTB-B&C*	
Status:	Design is completed. Construction support ongoing	
	Base Contract Value	18,549,417.00
	Approved Change Orders (9)	\$2,735,209
	Current Contract Value	\$21,284,626
	Expended to Date (est.)	18,891,452
	% Expended	88.8%
	SBE SFMTA Goal	30.0%
	SBE Participation	25.8%

* denotes accrual

Active and Completed Construction Contracts - SBE Participation Details

Data as of:		12/31/2020
Contract:	Synergy Inc Utility Relocation 1 YBM & Launch Box	
Contract No.	1250	
Status:	Contract is completed and closed out	
	Base Contract Value	\$9,273,939
	Approved Change Orders	\$2,694,211
	Final Contract Value	\$11,968,150
	% Expended	100%
	SBE SFMTA Goal	20%
	SBE Participation To Date	97.2%
Contract:	Synergy Inc Utility Relocation 2 UMS	
Contract No.	1251	
Status:	Contract is completed and closed out	
	Base Contract Value	\$16,832,550
	Approved Change Orders	3,836,531
	Final Contract Value	\$20,699,081
	% Expended	100%
	SBE SFMTA Goal	20.0%
	SBE Participation To Date	87.4%
Contract:	Pagoda Palace Demolition / MH Construction	
Contract No.	1277	
Status:	Contract is completed and closed out	
	Base Contract Value	\$498,995
	Approved Change Orders	\$149,981
	Final Contract Value	\$648,976
	% Expended	100%
	SBE SFMTA Goal	100%
	SBE Participation To Date	100%
Contract:	Tunnels Barnard/Impregilo/Haley	
Contract No.	1252	
Status:	Contract is completed and closed out	
	Base Contract Value	\$233,584,015
	Approved Change Orders	\$6,389,339
	Current Contract Value	\$239,973,354
	Expended to Date (est.)	\$239,973,354
	% Expended	100%
	SBE SFMTA Goal	6.0%
	SBE Participation To Date	5.8%
Contract:	Stations and Systems / Tutor Perini	
Contract No.	1300	
Status:	On-going	
	Base Contract Value	\$839,676,400
	Approved Change Orders	\$166,575,357
	Current Contract Value	\$1,006,251,757
	Expended to Date (est.)	987,295,894
	% Expended	98.1%
	SBE SFMTA Goal	20.0%
	SBE Participation To Date	18.7%

Photos on the next page:
 (top to bottom) December 2020: At Chinatown Station, stairs to Platform level progress. Ticketing near Geary Street at Union Square Market Street Station. At Yerba Buena/Moscone Station, Plaza progress near entrance gate. Freshly painted platform ramp at Surface, Track, and Systems station.

central subway

Central Subway Project Office
530 Bush Street, Suite 400
San Francisco, CA 94108
Email: central.subway@sfmta.com



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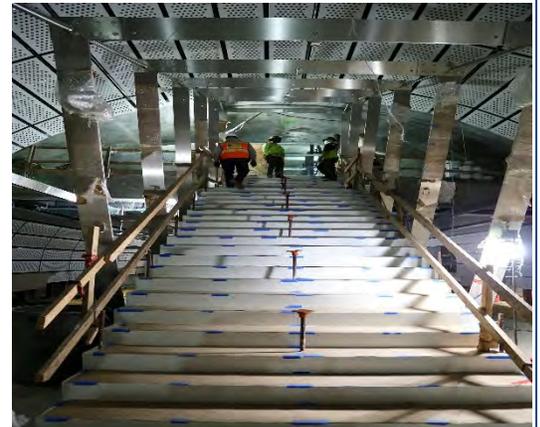


www.youtube.com/municentralsubwaysf



www.flickr.com/municentralsubway

This document is published by the SFMTA and the City and County of San Francisco as a service to individuals and agencies interested in the Central Subway Project. Funding for the Central Subway is made possible through funds provided by the Federal Transit Administration, the State of California, the Metropolitan Transportation Commission and the San Francisco County Transportation Authority.



Appendix A

DETAIL COST REPORTS

*December 2020 Notice: The City continues to experience problems that were caused by error and inaccuracy from the transition from FAMIS to Financial System Project (FSP). An updated methodology has been implemented within the financial reporting that will provide more accurate figures for transactions occurring in fiscal year 2021.

1. PROJECT COST

The revised Cost Estimate (CCE) for the Central Subway Project is \$1.665 billion in year of expenditure dollars (\$YOE). The project is working with our funding partners to address the current funding shortfall. Currently, the project estimates the Estimate at Completion (EAC) to be \$1.793B or \$215M above the original budget of \$1.578B. These revised estimates have been shared with our board. Based on the additional funding requirement, the project has received additional \$87M from capital contingency funds. The project will continue to work with Finance and Grants to secure these additional \$128M which will come from redirecting flexible funds from other funded capital projects that are delayed and have alternate cash flow. EAC has been adjusted as additional cost related to claim settlements, contract modifications and delayed cost due to the current pandemic are identified. As the EAC is revised and the funds are identified, the team will update the various cost sheets to reflect the revised budget and EAC along with any impacted appendix. The team anticipates that this will take several reporting cycles to adjust as the update are delayed by one month based on the report. The team continues to work with SFMTA Finance and Grants to book funds as they are identified and become available to the program.

Total net incurred costs for the project are \$1,684.36 million, a \$10.04 million increase over last month. The cost to date figure reflects expenditures through FAMIS 786 Report (\$1,610.11 million) plus the utilities joint trench Form B Reimbursement payment (\$12.51 million), invoices currently being processed (\$60.63 million) and estimates of outstanding pay requests (\$1.14 million). The revised total project budget has is \$1.665 billion due to additional local funds received.

The current funding level to date has already been fully met which includes excess local funds consisting of Operating funds of \$63,679,086 appropriated in October 2020 . The original total project budget of \$1.578 billion has already completed its original funding of the program in July 2020. The project team will continue to work with our financial partners to ensure that impacts to the project are minimized and the additional funds are secured.

CONTRACT	PP PERIOD		PROG PYMT AMOUNT
	PP NO	TO	
CS155.1*	70	6/30/2016	\$ 24,327.00
CS155.1*	71	9/30/2016	\$ 65,000.00
CS155.1*	72	12/30/2016	\$ 50,000.00
CS155.1*	73	3/31/2017	\$ 35,282.00
CS155.2	128	10/31/2020	\$ 411,946.36
CS155.2*	129	11/30/2020	\$ 411,946.36
CS155.2*	130	12/31/2020	\$ 411,946.36
CS155.3	126	9/30/2020	\$ 209,388.10
CS155.3*	127	10/31/2020	\$ 209,388.10
CS155.3*	128	11/30/2020	\$ 209,388.10

CONTRACT	PP PERIOD		PROG PYMT AMOUNT
	PP NO	TO	
CS155.3*	129	12/31/2020	\$ 209,388.10
CN1300	86	11/30/2020	\$ 36,346,504.53
CN1300	87	12/31/2020	\$ 19,833,627.45
CS149	139	6/30/2020	\$ 1,466,252.17
CS149	140	7/31/2020	\$ 1,118,012.33
CS149	141	8/31/2020	\$ 1,244,148.56
CS149*	142	9/30/2020	\$ 1,520,000.00
CS149*	143	10/31/2020	\$ 1,520,000.00
CS149*	144	11/30/2020	\$ 1,320,000.00
CS149*	145	12/31/2020	\$ 1,580,000.00
other accruals*		12/31/2020	\$ (6,422,301.38)

* Estimated Amount \$ 61,774,244.14

2. CONTINGENCY ALLOCATIONS AND USAGE

The Contingency Drawdown Curve is shown in Report 7.3. Follows by Report 7.4 Contingency Management Trend Report with the Remaining Contingency after Approved Changes Deducted contingency items in column “i”.

In this reporting period, CN1300 Station processed two contract modifications. One dummy contract modification was created as a holding account to reconcile \$16,530,003 in costs that could not be associated with bid items and/or contract modifications. Refer to Report 7.5 for approved contract modifications and potential changes.

3. BUDGET TRANSFERS

CN1300 Station processed two contract modifications. A total cost of \$20,014,408, \$18,684,405 from SCC 50 and \$1,330,003 from SCC 20 was used to re-align SCC 40 category. There is a net budget transfer of \$0 in this reporting period due to the further drill down of SCC 10-50 categories; allocated contingency is in SCC 20 category. When a contract modification is processed, the funds are drawn from allocated contingency. Refer to Report 7.7 Column C for budget transfers.

4. FORM B

The Utilities Joint Trench Form B Details is listed in the Table A2 below. Total utilities joint trench Form B Reimbursement payment to three construction contracts is \$12.51 million.

TABLE A2: UTILITIES JOINT TRENCH FORM B DETAILS	[A] Mar 2015 BUDGET	[B] EXPENDED TO DATE	Associated Cost Account
1.3.491.07.040.02 - FORM B - CN1250 UTILITY REIMBURSEMENT	(2,275,419)	2,463,325	1.3.081.07.040.02 - 1UTL:SITWORK: UTILITIES & RELOC
1.3.491.08.040.02 - FORM B - CN1251 UTILITY REIMBURSEMENT	(7,618,412)	3,608,217	1.3.082.08.040.02 - 2UTL:SITWORK:UTILITIES&RELOCATE
1.3.491.02.040.02 - FORM B - CN1252 UTILITY REIMBURSEMENT	(254,050)	3,975,656	1.3.083.02.040.02 - TUNN:Sitework:Utilities & Relocate
1.3.491.04.040.02 - FORM B - CTS: CN1300 UTILITY REIMBURSEMENT	(451,703)	443,046	1.3.085.04.040.02 - CTS.1254: SITE UTILITIES, UTILITY RELOCA
1.3.491.09.040.02 - FORM B - STS: CN1300 UTILITY REIMBURSEMENT	(1,000,000)	1,053,691	
1.3.491.03.040.02 - FORM B - UMS: CN1300 UTILITY REIMBURSEMENT	(528,370)	467,600	1.3.084.03.040.02 - UMS.1253: SITE UTILITIES, UTILITY RELOCA
1.3.491.05.040.02 - FORM B - YBM: CN1300 UTILITY REIMBURSEMENT	(100,000)	495,879	1.3.086.05.040.02 - YBM.1255: SITE UTILITIES, UTILITY RELOCA
TOTAL	(12,227,954)	12,507,414	

5. **EARNED VALUE (EV) ANALYSIS**

In December 2020 Report, the Preliminary Earned Value Analysis reports is based on the SFMTA December Schedule Update. The Planned Value, Earned Value, Actual Cost, Percent Complete and resulting indexes as follows:

Preliminary December Earned Value

Overall Budgeted Cost:	\$1,664,487,192
Planned Value:	\$1,593,491,019
Earned Value:	\$1,481,212,749
Actual Cost:	\$1,684,357,366
Schedule Performance Index (SPI):	0.93
Cost Performance Index (CPI):	0.88
Percent Complete:	93.0%

SFMTA, EV Chart

DECEMBER 31, 2020 Update

Activity ID	Activity Name	Start	Finish	Performance % Complete	Budgeted Total Cost	Planned Value Cost (PV)	Earned Value Cost (EV)	Actual Total Cost (AC)	CPI	SPI
CENTRAL SUBWAY PROJECT										
		03-Jun-03 A	06-Mar-24	92.95%	\$1,664,687,182.95	\$1,593,491,018.89	\$1,481,212,749.25	\$1,684,357,365.58	0.88	0.93
	Preliminary Engineering Phase	03-Jun-03 A	07-Jan-10 A	100%	\$46,542,061.34	\$46,542,061.02	\$46,542,061.02	\$46,542,060.53	1.00	1.00
	Final Design	08-Jan-10 A	17-Jun-13 A	100%	\$115,075,987.10	\$115,075,987.06	\$115,075,987.06	\$114,018,448.80	1.01	1.00
	Light Rail Vehicles	15-Apr-13 A	24-Jun-21	8.25%	\$16,800,000.00	\$26,385,653.00	\$2,177,131.58	\$11,929,246.72	0.18	0.08
	Real Estate	01-Aug-08 A	15-May-15 A	100%	\$32,140,417.71	\$37,405,895.00	\$37,405,895.00	\$30,543,064.53	1.22	1.00
	Construction Phase	03-Jan-10 A	06-Jul-23	94.22%	\$1,453,126,858.00	\$1,358,561,968.32	\$1,280,011,674.59	\$1,481,324,545.00	0.86	0.94
	Construction Support and Coals	03-Jan-10 A	06-Jul-23	98.28%	\$234,784,015.00	\$199,862,849.06	\$196,420,237.32	\$221,487,339.19	0.89	0.96
	Construction Utility Contract #1- MGS & Portal CN-1250	04-Jan-10 A	23-May-11 A	100%	\$11,968,150.00	\$11,968,150.00	\$11,968,150.00	\$11,968,150.00	1.00	1.00
	Construction Utility Contract #2 - UMS CN-1251	12-Jan-11 A	15-Oct-12 A	100%	\$20,669,081.47	\$20,794,582.00	\$20,794,582.00	\$20,669,081.47	1.01	1.00
	Construction Tunnels CN-1252	08-Jun-11 A	28-Dec-20	93.05%	\$233,511,253.03	\$251,068,047.23	\$233,608,974.28	\$233,511,253.34	1.00	0.93
	Construction STS P-1256-ATCS	20-May-14 A	18-Jun-21	53.87%	\$18,036,709.00	\$18,036,709.00	\$9,715,504.32	\$9,942,078.00	0.98	0.54
	Construction STS P-XXXX Radio	27-Aug-19 A	16-Apr-21	0.8%	\$4,809,852.50	\$4,841,950.49	\$38,735.60	\$32,098.00	1.21	0.01
	Construction CH-1300	03-Jun-13 A	05-Sep-21	94.77%	\$829,347,797.00	\$851,988,678.54	\$807,465,491.06	\$883,714,545.00	0.82	0.95
	Unallocated Contingency	28-Dec-20	30-Mar-22	0%	\$1,001,868.80	\$9,519,456.49	\$0.00	\$0.00	0.00	0.00
	Project Management	31-Mar-22	06-Mar-24	0%	\$0.00	\$0.00	\$0.00	\$0.00	0.00	0.00

Earned Value Analysis and Definitions

SPI is a measure of schedule efficiency on a project. It is the ratio of earned value (EV) to planned value (PV). A SPI equal to or greater than one indicates more work was completed than planned and a value of less than one indicates less work was completed than planned. A value of less than 0.9 is unfavorable.

CPI is a measure of cost efficiency on a project. It is the ratio of earned value (EV) to actual cost value (AC). A CPI equal to or greater than one indicates a cost under run and a value of less than one indicates a cost overrun. A value of less than 0.9 is unfavorable.

The following earning rules are established for each of the phase:

Cost Element Group	Planned Value (Primavera)	Earned Value (Primavera)	Actual Cost (SFMTA Cost Accounting (SAP))
Prelim. Engineering	Expenditure Plan Level of Effort (LOE)	Equals to Planned Value (LOE)	Time Keeping; Vendor Accruals and Invoices
Final Design	Expenditure Plan Level of Effort (LOE)	Equals to Planned Value (LOE)	Time Keeping; Vendor Accruals and Invoices
Procurement	Planned Delivery Date	Actual Delivery Date	Time Keeping; Vendor Accruals and Invoices
Real Estate	Expenditure Plan Level of Effort (LOE)	Equals to Planned Value (LOE)	Time Keeping; Vendor/ Material Accruals and Invoices
Construction	Schedule of Work	% Complete* x Budget at Completion (BAC)	Vendor Accruals and Invoices
Sub-Total	Performance Measurement Baseline (PMB)	Total Earned Value	Total Actual Cost
Below the Line	+ Contingency		
Total	Approved Budget		

6. FUNDING SUMMARY

The Funding Available Table below shows the total awarded funds to date vs. the total committed funds from the Project's funding sources.

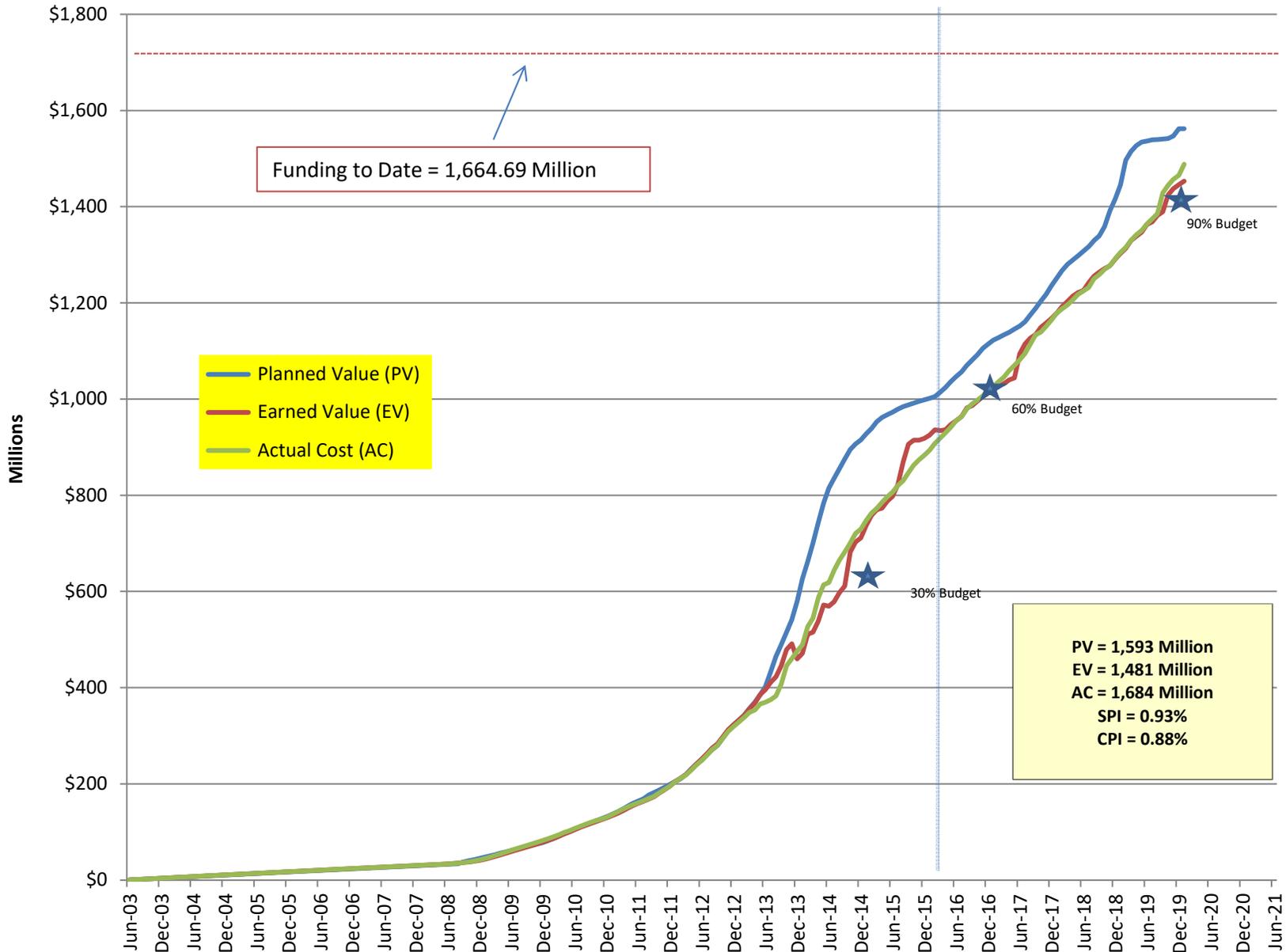
Funding Available Table		
	Funding	
	Committed Funding Sources	Total Awarded Funds to Date
Federal		
Sect. 5309-NS	\$942,200	\$942,200
Sect. 5307-OBAG	\$15,980	\$15,980
CMAQ	\$41,025	\$41,025
Federal Subtotal	\$999,205	\$999,205
State		
TCRP	\$14,000	\$14,000
State RIP	\$12,498	\$12,498
Prop. 1B (I-Bond)	\$308,601	\$312,236
PTIMSE		
Prop. 1A (HSR-Bond)	\$61,308	\$61,308
State Subtotal	\$396,407	\$400,042
Local		
LCTOP	\$4,000	\$4,000
Operating	\$4,970	\$98,957
MTA	\$0	\$475
Prop. B Pop Baseline	\$26,985	\$20,125
Prop. K	\$143,542	\$138,692
TSF Transit	\$3,191	\$3,191
Local Subtotal	\$182,688	\$265,440
CPT 544 Total	\$1,578,300	\$1,664,687

7. LIST OF COST REPORTS

- 7.1 Program Project Budget
- 7.2 Earned Value Cash Flow
- 7.3 Contingency Drawdown Curve
- 7.4 Summary Contingency Management Trend Report
- 7.5 Detail Contingency Usage Report
- 7.6 Budget Revisions: Report sorted by Construction Packages & Soft Costs
- 7.7 Project Budget & Expenditure Report: Sorted by SCC Summary
- 7.8 Budget & Expenditure Report: Sorted by SCC Details
- 7.9 Detail Monthly Expenditure Report: grouped by Project Phase
- 7.10 Cost Report Notes

A. Central Subway Project						
Project	Name	Amount	PM	Funding Source	Reporting	Cost Report Notes
1	CPT544 Central Subway Project	\$1,601,008,106	J. Funghi	62% Fed, 30% State, 8% Local	yes	1
Total:		\$1,601,008,106				
B. Related SFMTA Capital Improvement Projects						
Project	Name	Amount	PM	Funding Source	Reporting	
2	CPT690 TBM Retrieval Shaft Relocation	\$9,700,000	Funghi/Magary	MTA Operating Funds	no	2
3	CPT718 Chinatown Metro Plaza	\$6,980,000	J. Funghi	Transbay Redevelopment	no	3
4	CPT665 Central Subway Project - Goodwill	\$2,367,750	K. Magary	I-Bond Interest	no	4
5	CPT705 MOH - Broadway/Sansome	\$8,000,000	K. Magary	MTA Operating Funds	no	5
Total:		\$27,047,750				
C. Central Subway Project - Project Offset Credits						
	From	Amount	Index	Notes	Reporting	
1	2009-2016 Utility Co. - Form B Reimbursement	\$12,227,954	--	Construction contracts	yes	6
2	2017-2019 PG&E - Power Feed Reimbursement	\$7,624,540	--	Not yet bill PG&E	yes	7
3	6/26/2013 BART Elevator	\$90,000	68CPT544135B	Not yet rec'd BART Funds	yes	8
4	11/6/2013 Tutor Perini - CAD Files	\$2,500	68CPT5441236	Deposit to Design Index	yes	9
5	1/27/2014 SFPUC - Sewer Main	\$2,925,296	68W251	Certified in Contract 1300	yes	10
6	8/27/2014 SFMTA Traffic Effectiveness Project funded	\$694,651	68W324/686D42	Contract 1252 CMod #40	yes	11
7	9/27/2014 SFPUC - 24" Water Main	\$328,860	68CPT544135A	Contract 1252 CMod #41	yes	12
8	2/15/2015 Chinatown Plaza Construction Estimate	\$75,000	68CPT7181341	Contract 1300 CMod #6	yes	13
9	3/27/2015 SFPUC - 24" Water Main Additional Work Support for North Beach Restoration, OCS and	\$112,102	68W409	Contract 1252 CMod #48	yes	14
10	3/15/2016 Streetlighting	\$155,468	68T7373342D2/D3	Contract 1252 CMod #51	yes	15
11	6/27/2016 DPW - MOU for Water Line above YBM Station SFWD - 8' water line at the intersection of Fourth and	\$438,218	68W592	Contract 1300 CMod #20 Contract 1252 CMod #49 partial	yes	16
12	12/9/2016 Jessie Street	\$21,020	68W456	(\$2,102) and #60 Contract 1300 CMOD #123	yes	17
13	1/15/2020 CS-Chinatown Metro Plaza - CN1300	\$7,291,880	68CPT7181341	partial	yes	17a
Total:		\$31,987,489				

Earned Value Cash Flow Curve

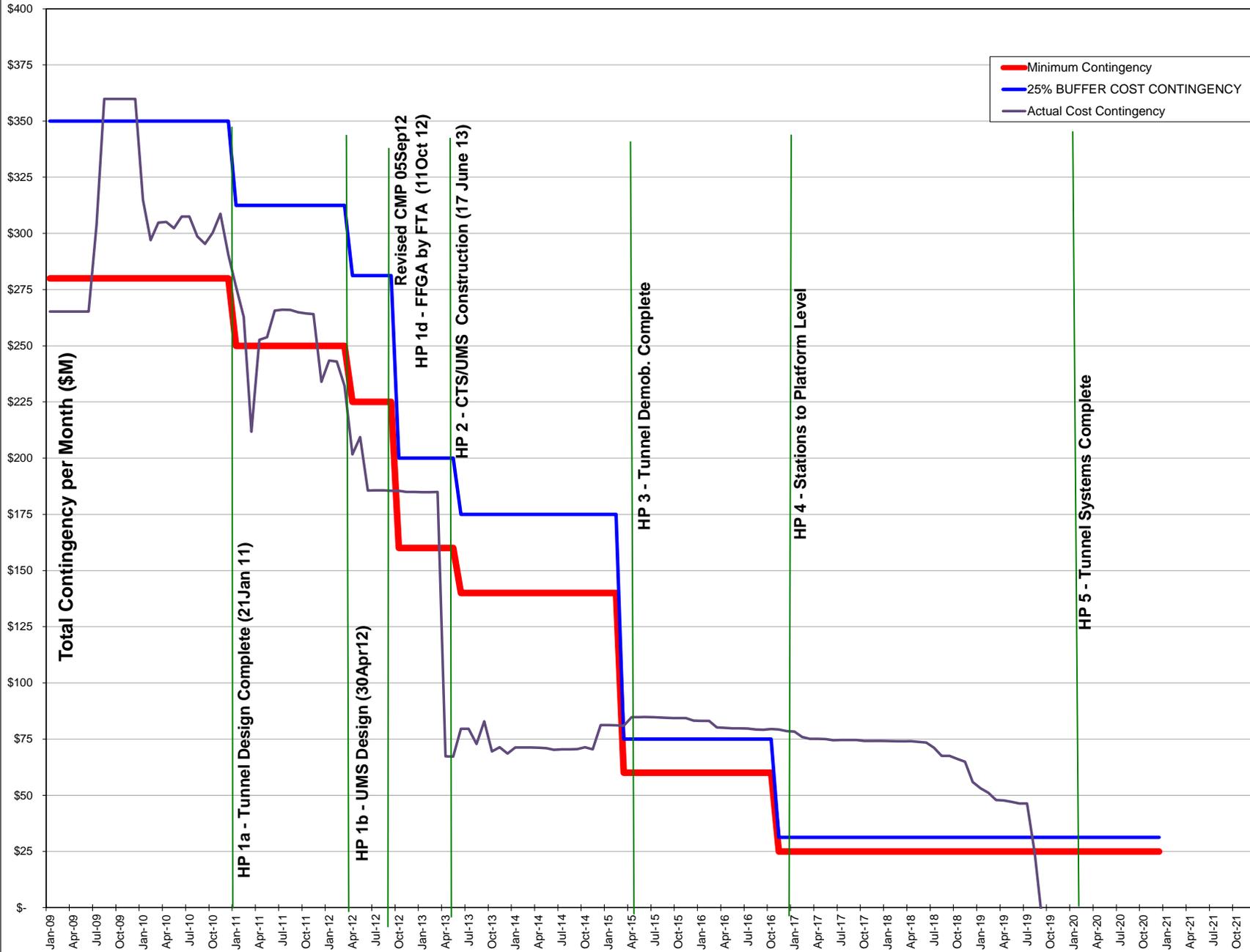


Funding to Date = 1,664.69 Million

Planned Value (PV)
Earned Value (EV)
Actual Cost (AC)

PV = 1,593 Million
EV = 1,481 Million
AC = 1,684 Million
SPI = 0.93%
CPI = 0.88%

Cost Contingency Drawdown



COST ELEMENT	CONTRACT COST					CONTINGENCY					BUDGET	VARIANCE	Cost Report Notes
	ORIGINAL CONTRACT VALUE / September 2013 SUPPLEMENTAL BUDGET	APPROVED CHANGES	CURRENT CONTRACT VALUE	POTENTIAL CHANGES	ESTIMATE AT COMPLETION (EAC)	ORIGINAL CONTINGENCY / Sep 2013 SUPPLEMENTAL CONTINGENCY (Include CN 1250 & CN1251)	CONTINGENCY ADJUSTMENT TRANSFERS	REVISED AUTHORIZED CONTINGENCY (Include CN1250 & CN1251)	REMAINING CONTINGENCY AFTER APPROVED CHANGES DEDUCTED [h - b]	REMAINING CONTINGENCY AFTER POTENTIAL CHANGES DEDUCTED [i - d]	ORIGINAL CONTRACT VALUE + REVISED AUTHORIZED CONTINGENCY [a + h]	BUDGET - ESTIMATE AT COMPLETE [j - e]	
	a	b	c	d	e	f	g	[f + g]	i	j	j	k	
SCC 10-50 CONSTRUCTION CONTRACT PACKAGES													
1250	UTILITY RELOCATION PACKAGE #1	9,273,939	2,694,211	11,968,150		11,968,150	1,953,377	740,834	2,694,211		11,968,150		18
	Contract 1250 Department of Technology	166,756		166,756		166,756					166,756		
1251	UTILITY RELOCATION PACKAGE #2	16,832,550	3,836,531	20,669,081		20,669,081	5,367,297	(1,530,766)	3,836,531		20,669,081		19
	Contract 1251 Department of Technology	75,615		75,615		75,615					75,615		
1252	GUIDEWAY TUNNEL	233,584,015	(72,762)	233,511,253	-	233,511,253	23,658,464	(23,731,226)	(72,763)		233,511,253	(1)	20
1300	STATIONS	839,676,400	166,575,357	1,006,251,757	54,755,005	1,061,006,761	20,000,000	31,617,894	107,708,105	(58,867,252)	947,384,505	(113,622,256)	21
	1253 UNION SQUARE/MARKET ST STATION [UMS]	294,030,590	20,744,337	314,774,927	6,855,234	321,630,161	5,000,000	15,000,000	20,000,000	(744,337)	314,030,590	(7,599,571)	
	1254 CHINA TOWN STATION [CTS]	247,567,810	62,581,923	310,149,733	44,740,528	354,890,261	5,000,000	16,617,894	21,617,894	(40,964,029)	269,185,704	(85,704,557)	22
	1255 YERBA BUENA/ MOSCONE STATION [YBM]	158,089,000	4,889,959	162,978,959	2,150,769	165,129,728	5,000,000	10,000,000	15,000,000	10,110,041	173,089,000	7,959,272	
	1256 SURFACE TRACKWORK & SYSTEMS [STS]	139,989,000	78,359,138	218,348,138	1,008,474	219,356,612	5,000,000	46,090,211	51,090,211	(27,268,927)	191,079,211	(28,277,401)	
OTHER		39,923,508	24,835,304	64,758,812		64,758,812	2,056,645	1,060,000	7,958,595	(16,876,709)	47,882,103	(16,876,709)	23
	SCC 10 - 50 Construction Sub-total	1,139,532,783	197,868,641	1,337,401,424	54,755,005	1,392,156,428	53,035,782	8,156,736	122,124,679	(75,743,961)	1,261,657,462	(130,498,966)	24
SCC 60-80 SOFT COSTS PACKAGES													
60	ROW, LAND, EXISTING IMPROVEMENTS	36,511,799	(4,265,478)	32,246,321		32,246,321	1,000,000	(1,000,000)	0	0	32,246,321	0	25
70	VEHICLES	24,108,712	(7,308,712)	16,800,000		16,800,000	2,276,941	(2,276,941)	0	0	16,800,000	0	26
80	PROFESSIONAL SERVICES	310,518,041	41,105,077	351,623,118		351,623,118	18,221,079	(16,862,657)	1,358,422	1,358,422	352,981,540	1,358,422	26a
	SCC 60 - 80 Construction Sub-total	371,138,552	29,530,887	400,669,439	0	400,669,439	21,498,020	(20,139,598)	1,358,422	1,358,422	402,027,861	1,358,422	
SCC 90	UNALLOCATED CONTINGENCY						3,845,945	(2,844,076)	1,001,869	1,001,869	1,001,869	1,001,869	27
TOTAL		1,510,671,335	227,399,528	1,738,070,863	54,755,005	1,792,825,868	78,379,747	(14,826,938)	124,484,970	-	1,664,687,192	(128,138,676)	
											Total Project Budget	1,664,687,192	28
											Estimate At Completion	1,792,825,868	29
											Variance	128,138,676	30

Note #17 - Adjusted Contract 1252 Guideway Tunnel contingency "column g" to reflect construction contract modifications #20, #40, #41, #48, #51 and #60 were funded by other funding sources.

Contract Modification/Trend Log - Contract 1300 Stations

Awarded NTE Amount	839,676,400	\$1,006,251,757
Substantial Completion	Spring 2021	Spring 2021

	UMS	CTS	YBM	STS	COST REPORT NOTES
Potential Changes	6,855,234	44,740,528	2,150,769	1,008,474	31
Change Order - Pending					
CTS COR 2050 Grating at PlatformLvl		8,701			
CTS COR 2193 Top Guide Roller Syste		8,192			
CTS COR 2251 2" PVC Casings Con		0			
CTS COR 2300 Extruded Alum Shelf		0			
CTS PCC 875 Roof Gls & Art Supp Rev		0			
Job Readiness - CTS		(390,000)			
Job Readiness - STS				(140,000)	
Job Readiness - UMS	(390,000)				
Job Readiness - YBM			(140,000)		
STS COR 2266 Escalator Ultra violet				0	
STS COR 2289 Improper Rej DMI O&M T				0	
STS PCC 803 Add COVID Monitoring				143,538	
STS PCC 913 4th Brannan Water Meter				15,000	
UMS COR 1583 Absent HSS in ST DWG	298,759				
UMS PCC 394 Mezz. Corridor and Beam	539,772				
UMS PCC 650 Install SFMTA DT Cndts	166,508				
UMS PCC 842 Relocate Supply Fans at	33,943				
YBM COR 2329 Feeder P-T10-1 EP & TP			35,797		
YBM COR 915 Escala. 1-4 HVAC change			6,000		
YBM PCC 634 Stair 2 Revisions			4,796		
YBM PCC 638 Runnel gap at Escalator			50,000		
YBM PCC 905 Remove Duct Detectors			50,000		
CTS COR 1704 GEN Failure of Timely		0			
CTS COR 1966 Add'l Revision to Elev		3,955			
CTS COR 2047 Air Transfer Balance		0			
CTS COR 2058 Cntrct Dsgn Cmpln T24		0			
CTS COR 2165 Rebar at Stair 7 Slab		7,420			
CTS COR 2166 Layer of Rebar to CC A		15,123			
CTS COR 2177 GFRC-1 Support Frame C		0			
CTS COR 2206 Plaza Lvl Switchboards		0			
CTS COR 2213 Conduit & Control Wiri		52,019			
CTS COR 2270 Stair 6 Landing&Lights		0			
CTS COR 2285 Water Leaks in Headhou		0			
CTS COR 2298 Revised Framing Plaza		0			
CTS COR 2300 Extruded Alum Shelf		0			

Contract Modification/Trend Log - Contract 1300 Stations

Awarded NTE Amount
Substantial Completion

839,676,400
Spring 2021

\$1,006,251,757
Spring 2021

	UMS	CTS	YBM	STS	COST REPORT NOTES
CTS COR 2307 DLV of Artwork		0			
CTS COR 2312 Gaps at Doors SU01A &		0			
CTS COR 2326 Plaza Level Stair Rail		0			
CTS COR 2327 Ceiling Layout Confl		0			
CTS COR 2328 Upper Mezz Fire Ext		0			
CTS COR 2330 Move Concrete Wall		12,708			
CTS COR 2331 25 Increase Slab		0			
CTS COR 2336 PSC RFI# CTS-1062		46,694			
CTS COR 2346 T&M Mfg. Costs		296,583			
CTS COR 2347 Plaza Stair Curb Reinf		0			
CTS COR 2357 Change GFRC Trim Size		58,158			
CTS COR 2369 Concourse Elev, HSS		0			
CTS COR 2385 Elev Rough Opening		24,543			
CTS COR 2395 Voltage Motor O&M		0			
CTS COR 2398 GFRC Soffit		60,110			
CTS COR 2402 Furnish HSKP Pads		1,000,952			
CTS COR 2406 Network Lighting Ctrl		0			
CTS COR 2414 Changes to Ceil Grid		0			
CTS COR 2416 Rev Floor Mounting		0			
CTS COR 2421 Sta Agt. Ceiling Deck		0			
CTS COR 2433 H Beam Angle Rev		54,760			
CTS COR 2437 Road Restor. @ WA St		99,820			
CTS COR 2438 Roof Edge Detail		0			
CTS COR 2439 Rail Power Feed		0			
CTS COR 2442 F6 Light Feat.		0			
CTS COR 2447 EXP Joint Cover		0			
CTS COR 2449 Circuit Breaker Change		0			
GEN COR 1686 T&M Delay Impacts	4,967,340				
STS COR 2002 All Stations Keying Sc				0	
STS COR 2362 Doors Project Delay Im				190,372	
STS COR 2364 Radio Route to CTS Com				10,731	
STS COR 2377 Provide Mounting Detai				0	
STS COR 2378 Radio Antenna Mounting				0	
STS COR 2379 Change to Radio Cable				0	
STS COR 2380 Radio Cable Mounting D				0	
STS COR 2382 Radiating Co-axial Cab				0	
STS COR 2383 Signal Power Wiring De				7,832	
STS COR 2384 Fisk Revised Substanti				0	

Contract Modification/Trend Log - Contract 1300 Stations

Awarded NTE Amount
Substantial Completion

839,676,400
Spring 2021

\$1,006,251,757
Spring 2021

	UMS	CTS	YBM	STS	COST REPORT NOTES
STS COR 2386 Re-Route Cable at UMS				15,362	
STS COR 2387 Radiax Cable routing a				14,164	
STS COR 2388 Splice Radio Cable at				14,152	
STS COR 2389 Mounting Details for J				19,218	
STS COR 2390 Termination Details fo				6,436	
STS COR 2391 ATCS Fiber Patching PI				0	
STS COR 2392 Emergency Ventilation				0	
STS COR 2396 Facility SCADA O & M M				0	
STS COR 2397 PDS System O & M Manua				0	
STS COR 2404 EV and FCP Training PI				0	
STS COR 2407 Platform Display syste				0	
STS COR 2434 Facilitate Routing of				84,722	
STS COR 2441 SCADA PLC Cabinet Powe				0	
STS COR 2444 FSS SCADA Points Updat				0	
STS COR 428 Sewer Roof Repair Detai				32,880	
STS COR 487 Re inspection of 4th an				98,281	
UMS COR 2295 Increase Stair Nosing	14,322				
UMS COR 2325 Powell Temp Barrier Wa	0				
UMS COR 2394 Voltage Motor Ctrl	0				
UMS COR 2412 Platform Artwork	0				
UMS COR 2426 Quantity & Mounting	0				
UMS COR 2445 Traction Power Panel	0				
USG COR 275 Conn. Plaza Grid B	0				
YBM COR 2301 End of Platform Gates			0		
YBM COR 2375 Access control for eme			200,287		
YBM COR 2399 Beam and Door Conflict			23,380		
YBM COR 2400 Finish Requirement to			40,570		
YBM COR 2401 Lighting Revisions			161,777		
YBM COR 2410 Overhead Coiling Grill			57,623		
YBM COR 2419 Emergency command Post			0		
YBM COR 2428 F17 Light Fixture layo			0		
CTS COR 1810 Aluminum Roll Up Door		0			
CTS COR 1886 Specs for Alum. Comp.		0			
CTS COR 1898 Concrete Wall Rebar to		0			
CTS COR 1924 Main Power Grating		0			
CTS PCC 593 Station Benches Change		0			
STS COR 2424 SS Box and GRS Conduit				103,685	
STS PCC 504 Traffic Control Require			43,060		

Contract Modification/Trend Log - Contract 1300 Stations

Awarded NTE Amount Substantial Completion	839,676,400 Spring 2021					\$1,006,251,757 Spring 2021
	UMS	CTS	YBM	STS	COST REPORT NOTES	
STS PCC 807 Cross Passage Door Fram				50,668		
UMS COR 1753 Stair Framing Conflict	10,001					
UMS COR 1893 All Sta Martinez Steel	1,150,000					
YBM COR 390 Chip Mezzanine Headwall			60,005			
YBM PCC 748 Added FSDs in Sector 3			106,269			
YBM PCC 770 Revised Wall Panels			95,820			
Proposed Contract Change (PCC)						
CTS PCC 486Rev 1 Structural Slab Cha		38,107				
CTS PCC 548 Spot Acceleration		12,000,000				
CTS PCC 924 Access for Pipes at CMU		20,000				
CTS PCC 932 Power to Rails		10,000				
CTS PCC 937 Switchgear Anchor in TP		5,000				
CTS PCC628 Police Officer at Powell		150,000				
CTS PCC746 GFRC Framing Support		7,225				
STS Omnibus #2		30,543,097				
STS PCC 618 Mod Swoosh Arm P1 P2				9,410		
STS PCC 725 ATS for CP5 Sump Pump				32,173		
STS PCC 790 4th Street Portal Gate				150,000		
STS PCC 831 ATCS Equip Transport				49,850		
STS PCC 900 CCTV Media Converter				50,000		
STS PCC 921 OCS Dead End Revisions				50,000		
YBM PCC 817 Revise Spindle Length			10,000			
YBM PCC 889 Replace Transformer T-1			50,000			
YBM PCC 911 Anti-Static Flooring			5,000			
YBM PCC 926 Replace Disconnect			4,000			
YBM PCC 933 Lighting Revisions in M			90,000			
YBM PCC 935 Add Devices & Loc Chngs			40,000			
Approved	20,744,337	62,581,923	4,889,959	78,359,138		
Contract Modification						
CMod # 14 YBM COR 036, 078			58,526			
CMod #017 CTS CORs 001 053 & 069		54,322				
CMod #018 CTS PCC 012		60,248				
CMod #021 STS CORs 48/52/114/233/252				18,221		
CMod #025 - Various CORs			59,113			
CMod #026 YBM COR 072			84,509			
CMod #027 UMS PCC 092	0					
CMod #028 CTS PCC 017.1		97,743				
CMod #029 STS PCC 009.1					(143,668)	

Contract Modification/Trend Log - Contract 1300 Stations

Awarded NTE Amount Substantial Completion	839,676,400 Spring 2021					\$1,006,251,757 Spring 2021
	UMS	CTS	YBM	STS	COST REPORT NOTES	
CMod #033 CTS Various CORs		56,422				
CMod #034 CTS Various CORs		19,334				
CMod #035 STS PCC 077				11,147		
CMod #037 CTS Various CORs		8,886				
CMod #038 STS Various CORs				52,553		
CMod #039 UMS Various CORs	23,271					
CMod #040 YBM Analytical Soil Test			3,655			
CMod #049 STS DSC CORs				136,728		
CMod #050 STS DSC CORs				67,036		
CMod #053 STS DSC CORs				17,035		
CMod #081 Various DSC CORs & PCCs			57,886			
CMod #082 YBM COR 385			21,170			
CMod #083 YBM Various Changes			27,270			
CMod #084 YBM Various Changes			12,156			
CMod #085 YBM COR 086 Existing AT&T			156,831			
CMod #086 YBM COR 1106			1,897			
CMod #1 BART Elevator Option 1 @ Pow	90,000					
CMod #100 UMS PCC 102 Fire & Life	48,149					
CMod #102 STS PCC 410 ATCS Ext Cable				125,412		
CMod #103 UMS PCC 345 Lead Paint	221,766					
CMod #104 CTS Soil CMod Suppl CMOD19		1,621,173				
CMod #105 UMS Schedule Recovery	732,979					
CMod #106 CTS COR 1080 Acceleration		970,131				
CMod #107 YBM PCC 446 COR 1425			1,500,787			
CMod #108 STS Various Changes				50,400		
CMod #109 YBM 109 Various CORs			33,471			
CMod #11 UMS PCC 002	12,997					
CMod #110 UMS COR 251 770 779 781	118,911					
CMod #111 STS PCC 457 Traffic Signal				38,012		
CMod #112 UMS Various Changes	337,401					
CMod #113 STS Various Changes				103,369		
CMod #114 YBM Various CORs			99,028			
CMod #115 CTS Various Force Accounts		25,026				
CMod #116 UMS COR 034/CCC 004 Type B	627,081					
CMod #117 YBM Various PCCs			111,027			
CMod #123 CTS PCC 050 Chinatown Plaz		9,360,183				
CMod #124 STS Delete ARS				(4,876,785)		
CMod #125 Omnibus				18,995,027		

Contract Modification/Trend Log - Contract 1300 Stations

Awarded NTE Amount Substantial Completion	839,676,400 Spring 2021					\$1,006,251,757 Spring 2021
	UMS	CTS	YBM	STS	COST REPORT NOTES	
CMod #126 YBM Door Hardware PCC 318			1,648,534			
CMod #127 STS Office Lease				1,845,604		
CMod #128 STS Radio System Revisions				1,666,735		
CMod #13 CTS COR 006		57,707				
CMod #131 PCC 569 EVAC Fire Alarm				1,210,445		
CMod #133 CTS Frontier Temper Claims		10,382,106				
CMod #15 YBM COR 196			3,178			
CMod #16 UMS COR 184	8,261					
CMod #19 CTS COR 007, 026		2,274,225				
CMod #20 YBM PCC 047 and 45			364,562			
CMod #22 UMS PCC 045, 046	16,198					
CMod #23 UMS PCC 058	63,838					
CMod #3 CTS Work Safely Ard Power Po		25,956				
CMod #30 YBM Various CORs			334,165			
CMod #31 UMS COR 595	53,701					
CMod #32 YBM Various PCCs			92,934			
CMod #36 YBM Conflict with Waterline			14,484			
CMod #4 CTS-Force Account Change Or		130,000				
CMod #41 YBM Class 2 Conta. Material			40,250			
CMod #42 UMS Addl. Service Conduits	36,873					
CMod #44 UMS Grade 50 Steel	572,884					
CMod #46 YBM/CTS/UMS S.walk Hatches			35,489			
CMod #47 UMS Roof Deck Schedule	76,124					
CMod #48 UMS Undgrnd. Storage Tanks	97,817					
CMod #5 YBM Deletion of Comp Groutin			(1,833,869)			
CMod #51 YBM Various CORs and PCCs			24,875			
CMod #52 YBM Undgrnd. Storage Tanks			167,393			
CMod #54 UMS USG Underpinning	732,157					
CMod #55 YBM Archeological Discovery			102,734			
CMod #56 YBM Contaminated Material			106,923			
CMod #57 STS Crossover Materials				21,245		
CMod #58 STS DSC CORs				90,081		
CMod #59 CTS DSC CORs		66,592				
CMod #6 CTS Plaza Constr Supt Servi		75,000				
CMod #60 UMS USG Two Fuel Tanks	61,312					
CMod #61 YBM Various CORs			207,181			
CMod #62 UMS Wales and Waterproofing	277,714					

Contract Modification/Trend Log - Contract 1300 Stations

Awarded NTE Amount Substantial Completion	839,676,400 Spring 2021					\$1,006,251,757 Spring 2021
	UMS	CTS	YBM	STS	COST REPORT NOTES	
CMod #63 CTS DSC CORs		38,025				
CMod #64 STS DSC CORs and SFWD				52,570		
CMod #65 UMS Various CORs and PCCs	10,320					
CMod #66 STS Sewer Notching				66,949		
CMod #67 UMS Solar/Low-e Coating	23,290					
CMod #68 STS Various CORs				59,555		
CMod #69 UMS Various CORs	49,682					
CMod #70 YBM Various CORs			178,079			
CMod #71 UMS Haz and Asbestos Abate	81,907					
CMod #72 YBM COR 249. 566			74,694			
CMod #74 UMS PCC 39 12" Wtrln Reloc	336,236					
CMod #75 UMS COR 060 New 8" Wtr Line	58,672					
CMod #76 YBM COR 806 Gardril credits			(9,611)			
CMod #77 STS Various Changes				56,629		
CMod #78 STS Various DSC CORs				191,175		
CMod #79 STS PCC 014 Traffic Signal				242,427		
CMod #80 STS Add'l Work to DSCs CORs				111,701		
CMod #87 CTS Var Slurry Wall Changes		3,596,000				
CMod #88 STS Various COR Misc Work				38,346		
CMod #89 YBM CORs 390,485 & 848			85,095			
CMod #9 YBM COR 10,15,16,18,20,25			126,663			
CMod #90 CTS DRB Reimbursement		1,296,364				
CMod #91 YBM PCC 069			84,537			
CMod #92 CTS PCC 233 & 26		1,126,478				
CMod #93 STS Coordinate of ATCS Work				(18,036,709)		
CMod #94 UMS Various Changes	46,057					
CMod #95 UMS Bart Elv Opt 2 Add Cost	400,000					
CMod #96 UMS Comp Grout Quantities	775,000					
CMod #97 STS COR 322 Tunnel Cleaning				399,000		
CMod #98 YBM PCC 76 AWSS SSFM			163,113			
CMod #99 UMS Various Changes	996,584					
CMod 073 - PCC 066 PB				96,516		
CMOD 24 STS PCC 23				108,053		
CMod#119: UMS: Various Changes PCC 110, 124, 127 190, 191, 247, and 429	131,687					
CMod#120: UMS: PCC 122R1 - UMS 1 1/2 inch Drain Piping Grout Details - Dowel Support	560,280					
CMod#121: YBM: Various Changes COR 825, 1359, 1610 and PCC 320R1			142,904			
CMod#132 STS - CCC 105 Impacts of DSCs and Design Changes to Val Verde				11,800,000		

Contract Modification/Trend Log - Contract 1300 Stations

Awarded NTE Amount Substantial Completion	839,676,400 Spring 2021					\$1,006,251,757 Spring 2021
	UMS	CTS	YBM	STS	COST REPORT NOTES	
Cmod#134: STS - Omnibus 1 Settlement				29,848,737		
Cmod#135: UMS - Layne Claims	13,000,000					
CMod#7 STS FACOs 016, 017 &COR 009				80,170		
CMod#8 STS PCC 006 ATT MH, PB&Trench				225,208		
Cmod#884 UMS - Automobile Bus Acceleration - dummy	0					
Cmod#885: CTS - Communications - dummy		0				
Cmod#886: YBM - Communications - dummy			0			
Cmod#889: STS - Automobile Bus Acceleration -dummy				16,530,003		
CTS CMod #122 Schedule Delay Costs		31,240,000				
STS CMod 045 PCC 008 Tunnel Lowering				107,285		
Grand Total	27,599,571	107,322,451	7,040,728	79,367,612		

7.6 BUDGET REVISIONS: REPORT SORTED BY CONSTRUCTION PACKAGES & SOFT COSTS

Report Period: December 2020

		November 2020			December 2020				
Group by Contract & SCC	CATEGORY ITEM	November 2020 Base	November 2020 Allocated Contingency	November 2020 Base + Allocated Contingency (YOE)	December 2020 Base	December 2020 Allocated Contingency	December 2020 Base + Allocated Contingency (YOE)	BUDGET TRANSFERS [December 2020] vs. [November 2020]	Cost Report Notes
10-50	CONSTRUCTION CONTRACT PACKAGES	1,331,229,471	(74,413,957)	1,261,657,464	1,332,559,474	(75,743,960)	1,261,657,464	0	
1250	UTILITY RELOCATION PACKAGE #1	12,134,906		12,134,906	12,134,906		12,134,906	0	
	Contract 1250 Form B Credit	(2,275,419)		(2,275,419)	(2,275,419)		(2,275,419)	0	
1251	UTILITY RELOCATION PACKAGE #2	20,744,696		20,744,696	20,744,696		20,744,696	0	
	Contract 1251 Form B Credit	(7,618,412)		(7,618,412)	(7,618,412)		(7,618,412)	0	
1252	GUIDEWAY TUNNEL	233,511,253	0	233,511,253	233,511,253	0	233,511,253	0	32
	Contract 1252 Form B Credit	(254,050)		(254,050)	(254,050)		(254,050)	0	
1300	CN1300 STATIONS TOTAL	1,004,921,754	(75,573,957)	929,347,797	1,006,251,757	(76,903,960)	929,347,797	0	33
1253: UMS	UNION SQUARE/MARKET STREET STATION [UMS]	322,354,952	(8,324,362)	314,030,590	314,774,927	(744,337)	314,030,590	0	
	UMS 1253 Form B Credit	(528,370)		(528,370)	(528,370)		(528,370)	0	
1254: CTS	CHINA TOWN STATION [CTS]	317,060,516	(47,874,812)	269,185,704	310,149,733	(40,964,029)	269,185,704	0	
	CTS 1254 Form B Credit	(451,703)		(451,703)	(451,703)		(451,703)	0	
1255: YBM	YERBA BUENA/ MOSCONE STATION [YBM]	174,752,580	(1,663,579)	173,089,001	162,978,959	10,110,042	173,089,001	0	
	YBM 1255 Form B Credit	(100,000)		(100,000)	(100,000)		(100,000)	0	
1256: STS	SURFACE TRACKWORK & SYSTEMS [STS]	190,753,705	(17,711,203)	173,042,502	218,348,138	(45,305,636)	173,042,502	0	
	STS 1256 SFPUC SEWER MAIN CREDIT	(2,925,296)		(2,925,296)	(2,925,296)		(2,925,296)	0	
	STS 1256 Form B Credit	(1,000,000)		(1,000,000)	(1,000,000)		(1,000,000)	0	
OTHER	OTHER CONSTRUCTION TOTAL	79,912,062	1,160,000	81,072,062	79,912,062	1,160,000	81,072,062	0	
40.06	PUBLIC ART PROGRAM	8,175,555	1,160,000	9,335,555	8,175,555	1,160,000	9,335,555	0	
40.08	CN1300 JOB READINESS PROGRAM - OUTREACH	1,060,000		1,060,000	1,060,000		1,060,000	0	33
40.02	MISC. CONSTR CONTRCT WK (TRACTION POWER FOR 1251)	258,202		258,202	258,202		258,202	0	
40.01	CONTRACT 1300 SOIL PROCESS	500,000		500,000	500,000		500,000	0	34
50.01	THALES T&S ATCS	487,972		487,972	487,972		487,972	0	
50.01	CN1266-2 Advanced Train Control System (ATCS) - Implementation	15,507,930		15,507,930	15,507,930		15,507,930	0	34a
50.01	CN1266-1 Advanced Train Control System (ATCS) - Equipment	3,425,424		3,425,424	3,425,424		3,425,424	0	34a
50.06	MTA FARE COLLECTION EQUIPMENT	5,400,000		5,400,000	5,400,000		5,400,000	0	
50.06	BART FARE COLLECTION EQUIPMENT	700,000		700,000	700,000		700,000	0	

7.6 BUDGET REVISIONS: REPORT SORTED BY CONSTRUCTION PACKAGES & SOFT COSTS

Report Period: December 2020

		November 2020			December 2020				
Group by Contract & SCC	CATEGORY ITEM	November 2020 Base	November 2020 Allocated Contingency	November 2020 Base + Allocated Contingency (YOE)	December 2020 Base	December 2020 Allocated Contingency	December 2020 Base + Allocated Contingency (YOE)	BUDGET TRANSFERS [December 2020] vs. [November 2020]	Cost Report Notes
40.02	JOB ORDER CONTRACTS (JOCS) - CONSTRUCTION	117,255		117,255	117,255		117,255	0	
40.08	AON RISK INSURANCE	26,778,757		26,778,757	26,778,757		26,778,757	0	34b
40.02	PUBLIC AGENCIES UTILITY COORDINATION	3,713,215		3,713,215	3,713,215		3,713,215	0	
40.02	DEPARTMENT OF PARKING AND TRAFFIC (DPT)	1,200,000		1,200,000	1,200,000		1,200,000	0	
50.03	UNION SQUARE/ MARKET STREET STATION POWER FEED	2,959,826		2,959,826	2,959,826		2,959,826	0	
50.03	UNION SQUARE/ MARKET STREET STATIONS PERMANENT POWER	(2,350,000)		(2,350,000)	(2,350,000)		(2,350,000)	0	
50.03	CHINATOWN STATION POWER FEED	2,959,826		2,959,826	2,959,826		2,959,826	0	
50.03	CHINATOWN STATION PERMANENT POWER	(2,350,000)		(2,350,000)	(2,350,000)		(2,350,000)	0	
50.03	YERBA BUENA/ MOSCONE STATION [YBM] POWER FEED	3,125,222		3,125,222	3,125,222		3,125,222	0	
50.03	YERBA BUENA/ MOSCONE STATION [YBM] PERMANENT POWER	(2,368,540)		(2,368,540)	(2,368,540)		(2,368,540)	0	
50.03	SURFACE STATION POWER FEED	11,839		11,839	11,839		11,839	0	
50.04	COMMUNICATION CONNECTION COSTS	5,757,629		5,757,629	5,757,629		5,757,629	0	
50.05	CSP Radio Design	641,950		641,950	641,950		641,950	0	34c
50.05	CSP Radio Cable	377,788		377,788	377,788		377,788	0	34c
50.05	CSP Radio Design Procurement	3,822,212		3,822,212	3,822,212		3,822,212	0	34c
60	ROW, LAND, EXISTING IMPROVEMENTS	32,246,321	0	32,246,321	32,246,321	0	32,246,321	0	
60.01	PURCHASE OR LEASE OF REAL ESTATE	30,065,810	0	30,065,810	30,065,810	0	30,065,810	0	35
60.02	RELOCATION OF EXISTING HOUSEHOLDS	2,180,511		2,180,511	2,180,511		2,180,511	0	
70	VEHICLES	16,800,000	0	16,800,000	16,800,000	0	16,800,000	0	
70.01	LIGHT RAIL	16,800,000	0	16,800,000	16,800,000	0	16,800,000	0	36
80	PROFESSIONAL SERVICES	351,623,116	1,358,422	352,981,538	351,623,116	1,358,422	352,981,538	0	
80.01	PRELIMINARY ENGINEERING	46,202,674		46,202,674	46,202,674		46,202,674	0	
80.02	FINAL DESIGN	61,318,331		61,318,331	61,318,331		61,318,331	0	
80.03	PROJECT MANAGEMENT FOR DESIGN & CONSTRUCTION	104,154,348	0	104,154,348	104,154,348	0	104,154,348	0	36a

7.6 BUDGET REVISIONS: REPORT SORTED BY CONSTRUCTION PACKAGES & SOFT COSTS

Report Period: December 2020

		November 2020			December 2020				
Group by Contract & SCC	CATEGORY ITEM	November 2020 Base	November 2020 Allocated Contingency	November 2020 Base + Allocated Contingency (YOE)	December 2020 Base	December 2020 Allocated Contingency	December 2020 Base + Allocated Contingency (YOE)	BUDGET TRANSFERS [December 2020] vs. [November 2020]	Cost Report Notes
80.04	CONSTRUCTION ADMINISTRATION & MANAGEMENT	117,060,152	0	117,060,152	117,060,152	0	117,060,152	0	36a
80.05	INSURANCES	6,800,000		6,800,000	6,800,000		6,800,000	0	
80.06	LEGAL: PERMITS. REVIEW FEES BY OTHER AGENCIES	8,212,604		8,212,604	8,212,604		8,212,604	0	
80.07	SURVEYS, TESTING, INVESTIGATION. INSPECTION	933,100		933,100	933,100		933,100	0	
80.08	START-UP	6,941,907	1,358,422	8,300,329	6,941,907	1,358,422	8,300,329	0	
	ALL SCC CATEGORIES 10 TO 80	1,731,898,908	(73,055,535)	1,663,685,323	1,733,228,911	(74,385,538)	1,663,685,323		37
90	UNALLOCATED CONTINGENCIES			1,001,872			1,001,872	0	38
	TOTAL PROJECT COST 10 TO 100			1,664,687,196			1,664,687,196		
	TOTAL CONTINGENCY			-			-		
	CONTINGENCY MINIMUM			-			-		
	BELOW OR ABOVE MINIMUM			-			-		

COST STATUS BY CATEGORY	SCC CODES	Sum of Supplemental 2013 Budget	BUDGET November 2020	BUDGET TRANSFERS	BUDGET December 2020	Sum of December 2020	Remaining Budget (Column H-Column I)	December 2020 EAC	December 2020 Contingency	Cost Report Notes
		A	B	C	D	E	F	G	H	
GUIDEWAY & TRACK ELEMENTS	SCC 010	282,227,872	284,261,448	-	284,261,448	283,565,573	695,875	284,261,448	-	39
STATIONS, STOPS, TERMINALS, INTERMODAL SITEWORK & SPECIAL CONDITIONS	SCC 020	573,099,645	489,501,970	(1,330,003)	488,171,967	545,302,042	(57,130,075)	579,549,211	-	39
SYSTEMS	SCC 040	235,514,097	350,087,859	20,014,408	370,102,267	370,846,839	(744,572)	409,165,197	-	39
ROW, LAND, EXISTING IMPROVEMENTS	SCC 050	90,774,397	137,806,186	(18,684,405)	119,121,781	104,643,357	14,478,424	119,180,572	-	39
VEHICLES	SCC 060	37,511,799	32,246,321	-	32,246,321	30,648,969	1,597,352	32,246,321	-	
PRELIM ENGINEERING	SCC 070	26,385,653	16,800,000	-	16,800,000	11,929,247	4,870,753	16,800,000	-	
FINAL DESIGN	SCC 080.01	46,202,673	46,202,674	-	46,202,674	46,202,675	(1)	46,202,674	-	
PM FOR DESIGN & CONSTRUCTION	SCC 080.02	61,137,604	61,318,331	-	61,318,331	61,266,804	51,527	61,318,331	-	
OTHER PROF SRVCS	SCC 080.03 - 080.04	197,146,664	221,214,500	-	221,214,500	216,414,750	4,799,750	221,214,500	-	39
UNALLOC CONTINGENCY	SCC 080.05 - 080.08	24,416,118	24,246,033	-	24,246,033	13,537,110	10,708,923	22,887,611	-	
	SCC 090	3,883,480	1,001,869	-	1,001,869	-	1,001,869	-	1,001,872	39
Grand Total		1,578,300,000	1,664,687,192	0	1,664,687,192	1,684,357,366	(19,670,174)	1,792,825,866	1,001,872	

SCC DESCRIPTION	December 2020 BUDGET	December 2020 CTD
010 - GUIDEWAY & TRACK ELEMENTS	284,261,448	283,565,573
020 - STATIONS, STOPS, TERMINALS, INTERMODAL	489,501,970	545,302,042
040 - SITEWORK & SPECIAL CONDITIONS	350,087,859	370,846,839
050 - SYSTEMS	137,806,186	104,643,357
060 - ROW, LAND, EXISTING IMPROVEMENTS	32,246,321	30,648,969
070 - VEHICLES (number)	16,800,000	11,929,247
080 - PROFESSIONAL SERVICES (applies to Cats. 10-50)	352,981,538	337,421,339
090 - UNALLOCATED CONTINGENCY	1,001,869	0
Grand Total	1,664,687,192	1,684,357,366

SCC DESCRIPTION	December 2020 BUDGET	December 2020 CTD
010.02-Guideway: At grade semi-exclusive (allows cross-traffic)	2,860,000	2,860,000
010.06-Guideway: Underground cut & cover	69,816,407	69,510,264
010.07-Guideway: Underground tunnel	200,374,315	199,989,015
010.09-Track: Direct fixation	6,761,089	6,756,657
010.12-Track: Special (switches, turnouts)	4,449,637	4,449,637
020.01-At-grade station, stop, shelter, mall, terminal, platform	7,602,857	6,880,095
020.02-Aerial station, stop, shelter, mall, terminal, platform	(17,711,203)	0
020.03-Underground station, stop, shelter, mall, terminal, platform	467,938,241	516,949,907
020.04-OTHER STATIONS, LANDING, TERMINALS: INTERMODAL, FERRY, TROLLEY, ETC	9,360,183	0
020.07-Elevators, escalators	22,311,892	21,472,040
040.01-Demolition, Clearing, Earthwork	12,754,615	12,495,015
040.02-Site Utilities, Utility Relocation	68,753,443	79,348,168
040.03-Haz. mat'l, contam'd soil removal/mitigation, ground water treatments	9,423,125	8,386,373
040.04-Environmental mitigation, e.g. wetlands, historic/archeologic, parks	1,122,899	851,713
040.05-Site structures including retaining walls, sound walls	2,706,431	2,706,431
040.06-Pedestrian / bike access and accommodation, landscaping	9,790,995	5,427,721
040.07-Automobile, bus, van accessways including roads, parking lots	45,943,431	22,981,009
040.08-Temporary Facilities and other indirect costs during construction	199,592,921	238,650,409
050.01-Train control and signals	45,108,633	35,663,196
050.02-Traffic signals and crossing protection	12,804,956	12,183,243
050.03-Traction power supply: substations	21,465,073	20,631,471
050.04-Traction power distribution: catenary and third rail	12,441,113	4,398,096
050.05-Communications	37,271,825	29,201,125
050.06-Fare collection system and equipment	6,100,000	841,265
050.07-Central Control	2,614,586	1,724,962
060.01-Purchase or lease of real estate	30,065,810	28,239,539
060.02-Relocation of existing households and businesses	2,180,511	2,409,430
070.01-Light Rail	16,800,000	11,929,247
080.01-Preliminary Engineering	46,202,674	46,202,675
080.02-Final Design	61,318,331	61,266,804
080.03-Project Management for Design and Construction	89,154,348	84,378,171
080.04-Construction Administration & Management	132,060,152	132,036,579
080.05-Professional Liability and other Non-Construction Insurance	6,800,000	6,340,196
080.06-Legal; Permits; Review Fees by other agencies, cities, etc.	8,212,604	6,288,730
080.07-Surveys, Testing, Investigation, Inspection	933,100	908,184
080.08-Start up	8,300,329	0
090.00-Unallocated Contingency	1,001,869	0
Grand Total	1,664,687,192	1,684,357,366

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TOTAL PRELIMINARY ENGINEERING	46,542,061	46,542,061	0	0	46,542,061	0	40	
11 - SFMTA PROJECT MANAGEMENT	8,800,164	8,253,957	0	0	8,253,957	546,208	41	
12 - SFMTA ENGINEERING SERVICES	11,425,594	11,425,594	0	0	11,425,594	0	42	
16 - DEPARTMENT OF PARKING AND TRAFFIC (DPT)	921,906	802,883	0	0	802,883	119,023		
21 - ARTS COMMISSION	1,500,570	1,500,570	0	0	1,500,570	0	43	
22 - FIRE DEPARTMENT	33,825	35,343	0	0	35,343	(1,518)		
23 - CITY ATTORNEY'S OFFICE	1,234,754	1,234,754	0	0	1,234,754	0		
24 - RISK MANAGEMENT	0	0	0	0	0	0		
26 - PLANNING	99,604	99,604	0	0	99,604	0		
27 - DEPARTMENT OF PUBLIC HEALTH (DPH)	4,420	4,420	0	0	4,420	0		
29 - CITY AUDITOR	336,735	336,735	0	0	336,735	0	44	
32 - DPW - IDC ENGINEERING (HYDRAULIC)	3,336,432	3,336,432	0	0	3,336,432	0		
34 - DPW - IDC CONSTRUCTION (CAPITAL)	17,462	17,462	0	0	17,462	0		
36 - DPW - BSM INFRASTRUCTURE (MAPPING)	76,549	76,549	0	0	76,549	0		
39 - DPW - PCS SITE ASSESSMENT & REMEDIATION (SAR)	13,993	13,993	0	0	13,993	0		
51 - 821 HOWARD STREET	1,005,653	1,005,653	0	0	1,005,653	0		
55 - 651 BRANNAN	2,294,910	2,294,910	0	0	2,294,910	0	45	
63 - CENTRAL SUBWAY PARTNERSHIP - AECOM-EPC JV CONTRACT 149	26,793,234	26,793,234	0	0	26,793,234	0	46	
66 - ANIL VERMA	395,204	395,204	0	0	395,204	0	47	
67 - HILL INTERNATIONAL CONTRACT 156	6,716,294	6,716,294	0	0	6,716,294	0	48	
68 - ARTHUR GALLAGER & CO. CS 164	6,800,000	6,340,196	0	0	6,340,196	459,804		
71 - TUNNEL/UTILITIES - CONTRACT # CONTRACT 155-1	5,469,336	5,469,336	0	0	5,469,336	0	49	
72 - STATIONS - CONTRACT # CONTRACT 155-2	26,220,609	26,220,609	0	0	26,220,609	0	50	
73 - SYSTEMS/INTEGRATION - CONTRACT 155-3	11,432,312	11,432,312	0	0	11,432,312	0	51	
331 - BAY AREA RAPID TRANSIT (BART)	146,427	146,427	0	0	146,427	0		
332 - SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY (SFCTA)	0	65,978	32,655	0	65,978	(65,978)		
TOTAL FINAL DESIGN	115,075,988	114,018,448	32,655	0	114,018,448	1,057,539		
11 - SFMTA PROJECT MANAGEMENT	20,500,000	18,701,709	291,346	70,202	18,771,911	1,728,089		
1.3.011.01.080.03 - CM:SFMTA LABOR-PROJECT MANAGEMENT	20,500,000	18,701,709	291,346	70,202	18,771,911	1,728,089		
12 - SFMTA ENGINEERING SERVICES	2,923,582	3,091,211	16,080	8,721	3,099,932	(176,350)		
1.3.012.02.080.04 - CM: SFMTA LABOR-ENGINEERING CONTRACT 1252	123,582	57,648	0	0	57,648	65,934		
1.3.012.06.080.04 - CM: SFMTA LABOR-ENGINEERING CONTRACT 1300	2,800,000	3,033,563	16,080	8,721	3,042,285	(242,285)		
13 - SFMTA CONSTRUCTION MANAGEMENT	27,002,275	25,367,010	389,770	97,986	25,464,996	1,537,279		
1.3.013.01.080.04 - CM:SFMTA LABOR-CONSTR. MANAGEM	27,002,275	25,367,010	389,770	97,986	25,464,996	1,537,279		
16 - DEPARTMENT OF PARKING AND TRAFFIC (DPT)	3,659,313	2,807,094	41,997	13,564	2,820,659	838,654		
1.3.016.01.080.04 - DPT CONTRACT 1300 SUPPORT UMS	299,600	398,631	23,837	1,683	400,314	(100,714)		
1.3.016.01.080.04 - DPT CONTRACT 1300 SUPPORT CTS	274,900	150,187	1,812	1,130	151,317	123,583		
1.3.016.01.080.04 - DPT CONTRACT 1300 SUPPORT YBM	238,400	225,532	272	359	225,890	12,510		
1.3.016.01.080.04 - DPT CONTRACT 1300 SUPPORT STS	876,876	326,423	9,033	10,392	336,815	540,061		
1.3.016.02.040.08 - DPT: FIELD OPS TUNNEL [B84]	0	1,464	0	0	1,464	(1,464)		

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1.3.016.02.040.08 - DPT: FIELD OPS TUNNEL [B86]	0	204,261	0	0	204,261	(204,261)		
1.3.016.06.040.02 - DPT:DPT TRAFFIC SHOP CONTRACT 1300	1,200,000	0	0	0	0	1,200,000		
1.3.016.07.080.04 - DPT:SSD DS/CN: 1UTL		0	0	0	0	0		
1.3.016.08.040.08 - DPT:PCOS:2UTL [68A]	400,728	400,728	0	0	400,728	0		
1.3.016.08.040.08 - DPT:SSD CN:2UTL	0	108,020	0	0	108,020	(108,020)		
1.3.016.08.080.04 - DPT:SSD [1326]	252,536	252,536	0	0	252,536	0		
1.3.016.08.080.04 - DPT:SSD [13BN]	23,302	23,302	0	0	23,302	0		
1.3.016.08.080.04 - DPT:SSD [13CN]	963	963	0	0	963	0		
1.3.016.08.080.04 - DPT:SSD [B85]	92,008	92,008	0	0	92,008	0		
1.3.016.03.040.08 - PCOS:1300/UMS [68CPT544132W.CPT544132W]	0	163,411	0	0	163,411	(163,411)		
1.3.016.04.040.08 - PCOS:1300/CTS [68CPT544132X.CPT544132X]	0	0	0	0	0	0		
1.3.016.05.040.08 - PCOS:1300/YBM [68CPT544132Y.CPT544132Y]	0	207,537	0	0	207,537	(207,537)		
1.3.016.09.040.08 - PCOS:1300/STS [68CPT544132Z.CPT544132Z]	0	252,092	7,043	0	252,092	(252,092)		
17 - MOTIVE POWER	2,195	0	0	0	0	2,195		
1.3.017.07.040.02 - PWR:SFMTA-MOTIVE POWER-UTL.REL	2,195	0	0	0	0	2,195		
18 - SFMTA OPERATIONS	400,000	134,385	0	2,895	137,280	262,720		
1.3.018.04.040.02 - OPS:SUPPORT TO CONTRACT 1300/CTS	100,000	45,887	0	2,895	48,782	51,218		
1.3.018.06.080.07 - OPS:SUPPORT TO CONTRACT 1300 - UMS O/L	50,255	73,817	0	0	73,817	(23,561)		
1.3.018.06.080.07 - OPS:SUPPORT TO CONTRACT 1300/UMS	249,745	14,681	0	0	14,681	235,063		
19 - OTHER SFMTA	1,000,000	945,836	0	0	945,836	54,164		
1.3.019.07.080.07 - OTH.MTA SFMTA-SURVEY; TSTG [6840]	1,800	1,720	0	0	1,720	80		
1.3.019.08.040.08 - OTH.MTA 1251 MATERIALS	150,000	126,149	0	0	126,149	23,851		
1.3.019.08.080.07 - OTH.MTA OPERATION SUPPORT DUR1	848,200	817,966	0	0	817,966	30,234		
21 - ARTS COMMISSION	12,010,886	6,348,439	13,454	8,754	6,357,193	5,653,693		
1.3.021.01.040.06 - ARTS:CTYCO-ARTS COMMISSION CONSTRUCTION COSTS	3,769,932	0	0	0	0	3,769,932		
1.3.021.01.080.03 - ARTS:CTYCO-ARTS COMMISSION [1227]	1,719,387	388,167	0	0	388,167	1,331,220	52	
1.3.021.01.080.04 - ARTS:CTYCO-ARTS COMMISSION [PWE335MPFUNA.CPT544122]	21,000	12,465	0	0	12,465	8,535		
1.3.021.06.080.03 - ARTS:CTYCO-ARTS COMMISSION PM [285MC.132J]	834,264	941,880	9,000	4,635	946,516	(112,251)		
1.3.021.01.080.03 - ARTS:CTYCO-ARTS COMMISSION [PWA335MPFUNA.CPT544132]	10,149	11,093	0	0	11,093	(944)		
1.3.021.01.080.03 - ARTS:CTYCO-ARTS COMMISSION [PWE335MPFUNA.CPT544132]	4,439	4,439	0	0	4,439	0		
1.3.021.06.040.06 - ARTS:CTYCO-ARTS COMMISSION [68CPT5441327.CPT5441327]	1,393,660	1,393,660	0	0	1,393,660	0		
1.3.021.06.040.06 - ARTS:CTYCO-ARTS COMMISSION [285MCPFUNA.CPT5441327]	3,011,963	3,596,735	4,454	4,119	3,600,854	(588,891)		
1.3.021.01.080.03 - ARTS:CTYCO-ARTS COMMISSION [132J]	86,091	0	0	0	0	86,091		
1.3.021.97.040.06 - ARTS:ARTS COMMISSION ALLOC CO	1,160,000	0	0	0	0	1,160,000		
23 - CITY ATTORNEY'S OFFICE	2,171,781	2,802,830	0	0	2,802,830	(631,049)		
1.3.023.01.080.06 - ATTY:CN LEGAL-CITY ATTORNEY OF	2,171,781	2,802,830	0	0	2,802,830	(631,049)		
25 - PUBLIC UTILITIES COMMISSION SEWER	(2,925,296)	0	0	0	0	(2,925,296)		
1.3.025.09.040.02 - STS.1256: SITE UTILITIES SFPUC SEWER MAIN	(2,925,296)	0	0	0	0	(2,925,296)		
26 - PLANNING	137,062	26,697	0	0	26,697	110,365		
1.3.026.01.080.06 - CM:CTYCO-PLANNING DEPARTMENT	137,062	26,697	0	0	26,697	110,365		
28 - PUBLIC UTILITIES COMMISSION WATER	4,242,012	4,291,033	31,513	8,571	4,299,604	(57,592)		
1.3.028.02.040.02 - CM:CTYCO-PUBLIC UTIL COMM. (PUC)	0	4,745	0	0	4,745	(4,745)		
1.3.028.02.040.08 - PUC: FIELD OPERATIONS TUNNEL	398,400	524,233	7,287	971	525,204	(126,804)		

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1.3.028.02.080.04 - PUC:MTA CSP CN1252 [470465]	105,000	91,587	0	0	91,587	13,413		
1.3.028.03.040.02 - PUC:CDD CONTRACT 1300/UMS SUPPORT	606,354	633,797	0	0	633,797	(27,443)		
1.3.028.03.080.04 - PUC:CMB CONTRACT 1300/UMS INSPECTION	230,000	37,086	2,578	893	37,979	192,021		
1.3.028.04.040.02 - PUC:CDD CONTRACT 1300/CTS SUPPORT	271,755	231,447	17,717	5,080	236,526	35,229		
1.3.028.04.080.04 - PUC:CMB CONTRACT 1300/CTS INSPECTION	115,000	55,773	0	0	55,773	59,227		
1.3.028.05.040.02 - PUC:CDD CONTRACT 1300/YBM SUPPORT	450,282	506,138	1,419	0	506,138	(55,856)		
1.3.028.05.080.04 - PUC:CMB CONTRACT 1300/YBM INSPECTION	184,000	98,643	0	0	98,643	85,357		
1.3.028.06.040.02 - PUC:CMB CONTRACT 1300/SFWD AWSS MATERIAL	225,079	249,247	0	0	249,247	(24,168)		
1.3.028.07.040.02 - PUC:PUC CDD WATER CONNECTION CONTRACT 1250	248,035	291,501	0	0	291,501	(43,466)		
1.3.028.07.080.04 - PUC:PUC CMB INSPECTION CONTRACT 1250	74,468	113,844	0	0	113,844	(39,376)		
1.3.028.08.040.02 - PUC:PUC CDD WATER CONNECTION CONTRACT 1251 [3BB]	0	88,879	0	0	88,879	(88,879)		
1.3.028.08.040.02 - PUC:PUC CDD WATER CONNECTION CONTRACT 1251 [445]	340,310	318,130	0	0	318,130	22,180		
1.3.028.08.080.04 - PUC:CMB INSPECTION CONTRACT 1251	266,252	289,424	0	0	289,424	(23,172)		
1.3.028.09.040.02 - PUC:CMB CONTRACT 1300/STS SUPPORT	520,077	499,267	2,512	1,627	500,894	19,183		
1.3.028.09.080.04 - PUC:CMB CONTRACT 1300/STS INSPECTION	207,000	257,294	0	0	257,294	(50,294)		
32 - DPW - IDC ENGINEERING (HYDRAULIC)	1,150,459	560,763	0	0	560,763	589,696		
1.3.032.01.080.04 - CM:DPW:1424J-BUREAU OF ENGINEERING (BOE) [AB12]	(285,405)	(285,405)	0	0	(285,405)	0.00		
1.3.032.03.080.04 - DPW IDC HYDRAULIC CN1300 UMS SUPPORT	297,938	130,415	0	0	130,415	167,523		
1.3.032.04.080.04 - DPW IDC HYDRAULIC CN1300 CTS SUPPORT	295,639	22,125	0	0	22,125	273,514		
1.3.032.05.080.04 - DPW IDC HYDRAULIC CN1300 YBM SUPPORT	301,882	58,932	0	0	58,932	242,950		
1.3.032.06.080.04 -1424J-BOE LABOR [PWE1X5MPFUNA.CPT544112B112]	85,275	85,275	0	0	85,275	0	53	
1.3.032.06.080.04-1424J-BOE LABOR [PWE1X5MPFUNA.CPT544112C112]	109,658	109,658	0	0	109,658	0	54	
1.3.032.06.080.04 -1424J-BOE LABOR [PWE1X5MPFUNA.CPT544112D112]	15,791	15,791	0	0	15,791	0	55	
1.3.032.06.080.04 -1424J-BOE LABOR [PWE1X5MPFUNA.CPT544112E112]	11,193	11,193	0	0	11,193	0	56	
1.3.032.06.080.04 -1424J-BOE LABOR [PWE1X5MPFUNA.CPT544112F112]	107,798	107,798	0	0	107,798	0	57	
1.3.032.06.080.04 -1424J-BOE LABOR [PWE1X5MPFUNA.CPT544112G112]	21,690	47,917	0	0	47,917	(26,227)	58	
1.3.032.08.080.04 - DPW.HYRDDPW-BOE IDC ENG SVC DC	9,000	0	0	0	0	9,000		
1.3.032.09.080.04 - DPW IDC HYDRAULIC CN1300 STS SUPPOR	180,000	257,065	0	0	257,065	(77,065)		
34 - DPW - IDC CONSTRUCTION (CAPITAL)	6,703,969	6,345,071	0	0	6,345,071	358,898		
1.3.034.01.080.04 - DPW:BCM LABOR [2113]	2,140,142	2,140,142	0	0	2,140,142	0		
1.3.034.02.080.04 - DPW:CONSTR:1252 CM [CD12]	1,207,603	1,207,603	0	0	1,207,603	0		
1.3.034.02.080.04 - DPW:CONSTR:1252 CM [13AC12]	138,397	138,397	0	0	138,397	0		
1.3.034.06.080.04 - DPW:SITE ASSESSMENT & REMEDIATION (SAR) [132112]	506,858	506,858	0	0	506,858	0		
1.3.034.06.080.04 - DPW:CONSTR:1300 CM [13CP12]	2,710,969	2,352,071	0	0	2,352,071	358,898		
36 - DPW - BSM INFRASTRUCTURE (MAPPING)	465,562	158,741	0	0	158,741	306,821		
1.3.036.01.080.04 - DPW:MPPG:DPW-BUREAU OF ST USE	367,129	32,680	0	0	32,680	334,449		
1.3.036.02.080.04 - DPW:MPPG:1300-DPW-BUREAU OF ST USE [13CG12]	50,000	33,084	0	0	33,084	16,916		
1.3.036.02.080.06 - DPW:MPPG:DPW-BUREAU OF ST USE [13CF]	48,433	92,977	0	0	92,977	(44,544)		
37 - DPW - PCS MATERIAL TESTING LABORATORY	83,100	0	0	0	0	83,100		
1.3.037.01.080.07 - DPW.MTL.LABDPW-MATERIAL TESTIN	83,100	0	0	0	0	83,100		
39 - DPW - PCS SITE ASSESSMENT & REMEDIATION (SAR)	613,853	438,455	0	0	438,455	175,398		
1.3.039.01.080.04 - DPW:SITE ASSESSMENT & REMEDIATION (SAR) [2213]	92,459	92,459	0	0	92,459	0		
1.3.039.01.080.04 - DPW:SITE ASSESSMENT & REMEDIATION (SAR) [2250]	78,400	78,400	0	0	78,400	0		

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1.3.039.01.080.04 -DPW:SITE ASSESSMENT & REMEDIATION (SAR) [2257]	151,515	151,515	0	0	151,515	0		
1.3.039.01.080.04 - DPW:SITE ASSESSMENT & REMEDIATION (SAR) [2313]	24,343	24,343	0	0	24,343	0		
1.3.039.01.080.04 - DPW:SITE ASSESSMENT & REMEDIATION	58,757	10,109	0	0	10,109	48,648		
1.3.039.01.080.04 - DPW:SITE ASSESSMENT & REMEDIATION (SAR) [CE13]	31,367	31,367	0	0	31,367	0		
1.3.039.01.080.04 - DPW:SITE ASSESSMENT & REMEDIATION (SAR) [CH13]	100,000	8,621	0	0	8,621	91,379		
1.3.039.01.080.04 - DPW:SITE ASSESSMENT & REMEDIATION (SAR)	17,000	0	0	0	0	17,000		
1.3.039.02.080.04 - DPW: SITE ASSESSMENT & REMEDIATION (SAR) – CN1252 [13C]	18,632	16,880	0	0	16,880	1,753		
1.3.039.02.080.04 - DPW: SITE ASSESSMENT & REMEDIATION (SAR) – CN1300 [13C]	41,379	24,761	0	0	24,761	16,618		
46 - MACY'S WEST - SFPUC SEWER WORK	258,202	258,202	0	0	258,202	0		
1.3.046.08.040.02 - MCY.SWRC. CONTRACT: MACY'S-SEW	258,202	258,202	0	0	258,202	0		
51 - 821 HOWARD STREET	770,843	677,805	1,446	396	678,201	92,642		
1.3.051.01.080.03 - ODC.HWRD:ODCs - 821 HOWARD STR	696,753	635,325	0	0	635,325	61,428		
1.3.051.02.080.04 - ODC.HWRD:ODCs - TUNNEL CONTRACT 1252	10,000	1,056	0	0	1,056	8,944		
1.3.051.06.080.04 - ODC.HWRD:ODCs - STATION CONTRACT 1300	55,000	29,202	147	396	29,598	25,402		
1.3.051.06.080.04 - ODC.HWRD:W/MTA INST WTR SVC @ STS&YBM TRAILER	9,090	12,222	1,300	0	12,222	(3,132)		
55 - 651 BRANNAN	10,348	10,348	0	0	10,348	0		
1.3.055.01.080.03 - CM:ODCs - 651 BRANNAN STREET	10,348	10,348	0	0	10,348	0	59	
63 - CENTRAL SUBWAY PARTNERSHIP - AECOM-EPC JV CONTRACT 149	78,399,948	73,707,502	1,320,000	1,580,000	75,287,502	3,112,446		
1.3.063.01.080.03 - CM:PM:AECOM.CS149 OM-EPC JV CS149-PM	5,017,804	5,017,804	0	0	5,017,804	0	60	
1.3.063.01.080.04 - CM:AECOM.CS149OM-EPC JV CS-149 [3B]	1,969,213	1,969,213	0	0	1,969,213	(0)		
1.3.063.01.080.04 - CM:AECOM.CS149OM-EPC JV CS-149 [3E]	6,386,250	6,386,250	0	0	6,386,250	(0)		
1.3.063.01.080.03 - CM:AECOM.CS149OM-EPC JV CS-149 [3E][PM]	1,596,563	1,596,563	0	0	1,596,563	0		
1.3.063.01.080.04 - CM:AECOM.CS149OM-EPC JV CS-149 [3F]	4,101,465	4,101,466	0	0	4,101,466	(0)		
1.3.063.01.080.03 - CM:AECOM.CS149OM-EPC JV CS-149 [3F][PM]	1,025,366	1,025,366	0	0	1,025,366	0		
1.3.063.01.080.04 - CM:AECOM.CS149OM-EPC JV CS-149 [3G]	5,167,381	5,167,381	0	0	5,167,381	(0)		
1.3.063.01.080.03 - CM:AECOM.CS149OM-EPC JV CS-149 [3G][PM]	1,291,845	1,291,845	0	0	1,291,845	(0)		
1.3.063.01.080.04 - CM:AECOM.CS149OM-EPC JV CS-149 [3H]	4,380,849	4,380,849	0	0	4,380,849	(0)		
1.3.063.01.080.03 - CM:AECOM.CS149OM-EPC JV CS-149 [3H][PM]	1,095,212	1,095,212	0	0	1,095,212	(0)		
1.3.063.01.080.04 - CM:AECOM.CS149OM-EPC JV CS-149 [3i]	6,739,945	5,582,974	0	0	5,582,974	1,156,971		
1.3.063.01.080.03 - CM:AECOM.CS149OM-EPC JV CS-149 [3i][PM]	2,590,785	1,395,744	0	0	1,395,744	1,195,041		
1.3.063.01.080.04 - CM:AECOM.CS149OM-EPC JV CS-149 [3j]	7,000,000	6,081,401	0	0	6,081,401	918,599		
1.3.063.01.080.03 - CM:AECOM.CS149OM-EPC JV CS-149 [3j][PM]	2,000,000	1,520,350	0	0	1,520,350	479,650		
1.3.063.01.080.04 - CM:AECOM.CS149OM-EPC JV CS-149 [3m]	9,400,000	9,957,265	1,056,000	1,264,000	11,221,265	(1,821,265)		
1.3.063.01.080.03 - CM:AECOM.CS149OM-EPC JV CS-149 [3m][PM]	2,350,000	2,489,316	264,000	316,000	2,805,316	(455,316)		
1.3.063.01.080.04 - CM:AECOM.CS149OM-EPC JV CS-149 [9B]	11,042	11,042	0	0	11,042	0		
1.3.063.01.080.04 - CM:AECOM.CS149OM-EPC JV CS-149 [9D]	515,694	515,694	0	0	515,694	(0)		
1.3.063.01.080.04 - CM:AECOM.CS149OM-EPC JV CS-149 [9E]	523,943	523,943	0	0	523,943	0		
1.3.063.01.080.04 - CM:AECOM.CS149OM-EPC JV CS-149 [9F]	461,196	461,196	0	0	461,196	0		
1.3.063.01.080.04 - CM:AECOM.CS149OM-EPC JV CS-149 [9G]	501,912	501,912	0	0	501,912	0		
1.3.063.01.080.04 - CM:AECOM.CS149OM-EPC JV CS-149 [9H]	1,219,093	1,219,093	0	0	1,219,093	(0)		
1.3.063.01.080.04 - CM:AECOM.CS149OM-EPC JV CS-149 [9i]	2,974,444	3,039,000	0	0	3,039,000	(64,556)		
1.3.063.01.080.04 - CM:AECOM.CS149OM-EPC JV CS-149 [9j]	3,000,000	2,275,598	0	0	2,275,598	724,402		
1.3.063.01.080.04 - CM:AECOM.CS149OM-EPC JV CS-149 [9m]	1,500,000	521,080	0	0	521,080	978,920		

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1.3.063.01.080.04 - FD:CM:EPC JV CS49-PM [123A]	5,579,945	5,579,945	0	0	5,579,945	0		
1.3.063.97.080.03 - AECOM.CS149 ALLOCAT CONTING	0					0		
64 - CN1300 JOB READINESS PROGRAM	1,060,000	956,145	0	0	956,145	103,855	61	
1.3.064.06.040.08 - CN1300 JOB READINESS PROGRAM	1,060,000	956,145	0	0	956,145	103,855		
67 - HILL INTERNATIONAL CONTRACT 156	3,031,391	2,848,817	0	0	2,848,817	182,574		
1.3.067.01.080.03 - HILL.CS156:HILL INTL. CS-156 [1336]	920,426	920,426	0	0	920,426	0		
1.3.067.01.080.03 - HILL.CS156:HILL INTL. CS-156 [1337]	533,148	533,148	0	0	533,148	0		
1.3.067.01.080.03 - HILL.CS156:HILL INTL. [1330]	127,261	127,261	0	0	127,261	0		
1.3.067.01.080.03 - HILL INTERNATIONAL CS156 AWP 2016 [68CPT5441340.CPT5441]	883,631	883,631	0	0	883,631	(0)		
1.3.067.01.080.03 - HILL INTERNATIONAL CS156 AWP 2017 [68CPT5441346.CPT5441]	566,925	384,352	0	0	384,352	182,573		
69 - BAYLAND SOIL PROCESS CONTRACT 175	500,000	255,144	0	0	255,144	244,856	62	
1.3.069.06.040.01 - BAYLAND.CS175:BAYLAND SOIL PROCESS [133K]	500,000	255,144	0	0	255,144	244,856		
71 - TUNNEL/UTILITIES - CONTRACT # CONTRACT 155-1	2,158,846	2,215,889	0	0	2,215,889	(57,043)		
1.3.071.01.080.04 - CM: CS155.1 DESIGN SUPPORT DURING CM [1232]	0	(87,201)	0	0	(87,201)	87,201	63	
1.3.071.02.080.04 - CM: CS155.1 DESIGN SUPPORT DURING CM [1332]	2,158,846	2,303,091	0	0	2,303,091	(144,245)		
72 - STATIONS - CONTRACT # CONTRACT 155-2	18,341,336	22,122,415	462,241	994,352	23,116,768	(4,775,431)		
1.3.072.01.080.04 - CM: CS155.2 DESIGN SUPPORT DURING CM [1233]	51,351	61,130	0	0	61,130	(9,779)	64	
1.3.072.01.080.04 - CM: CS155.2 DESIGN SUPPORT DURING CM [1333]	18,289,985	22,061,285	462,241	994,352	23,055,637	(4,765,652)		
73 - SYSTEMS/INTEGRATION - CONTRACT 155-3	4,828,269	6,909,210	380,719	531,348	7,440,558	(2,612,289)		
1.3.073.01.080.04 - CM: CS155.3 DESIGN SUPPORT DURING CM [1236]	90,000	89,791	0	0	89,791	209		
1.3.073.01.080.04 - CM: CS155.3 DESIGN SUPPORT DURING CM [1334]	4,738,269	6,819,419	380,719	531,348	7,350,767	(2,612,498)		
81 - UTILITIES RELOCATION #1 (PORTAL & MOS) - CONTRACT 1250	11,968,150	11,968,150	0	0	11,968,150	0		
1.3.081.07.040.01 - UR1.CONTRACT 1250:SITWORK: DEMOLIT	167,458	167,458	0	0	167,458	0		
1.3.081.07.040.02 - UR1.CONTRACT 1250:SITWORK: UTILITI	10,099,341	10,099,341	0	0	10,099,341	0		
1.3.081.07.040.03 - UR1.CONTRACT 1250:SITWORK:HAZMAT	453,321	453,321	0	0	453,321	0		
1.3.081.07.040.08 - UR1.CONTRACT 1250:SITWORK:TEMPORAR	1,248,030	1,248,030	0	0	1,248,030	0		
82 - UTILITIES RELOCATION #2 (UMS) - CONTRACT 1251	20,669,081	20,669,081	0	0	20,669,081	(0)	65	
1.3.082.08.040.01 - UR2.CONTRACT 1251:SITWORK: DEMOLIT	752,240	752,240	0	0	752,240	0		
1.3.082.08.040.02 - UR2.CONTRACT 1251:SITWORK:UTILITI	10,202,543	10,202,543	0	0	10,202,543	(0)		
1.3.082.08.040.03 - UR2.CONTRACT 1251:SITWORK:HAZMAT	172,712	172,712	0	0	172,712	0		
1.3.082.08.040.05 - UR2.CONTRACT 1251:SITWORK: STRUCTU	2,706,431	2,706,431	0	0	2,706,431	0		
1.3.082.08.040.06 - UR2.CONTRACT 1251:SITWORK:PEDESTRA	319,317	319,317	0	0	319,317	0		
1.3.082.08.040.07 - UR2.CONTRACT 1251:SITWORK:AUTO/BUS	190,362	190,362	0	0	190,362	0		
1.3.082.08.040.08 - UR2.CONTRACT 1251:SITWORK:TEMP FAC	6,325,476	6,325,476	0	0	6,325,476	0		
GUIDEWAY TUNNELS TOTAL	233,511,253	233,511,253	0	0	233,511,253	0		
83 - GUIDEWAY TUNNELS - CONTRACT # 1252 BASE	233,584,015	233,584,015	0	0	233,584,015	0	66	
1.3.083.02.010.06 - CONTRACT 1252:GUIDEWAY:UNDERGRN'D CUT	60,446,425	60,446,425	0	0	60,446,425	0		
1.3.083.02.010.07 - CONTRACT 1252:GUIDEWAY:UNDERGROUND	105,423,090	105,423,090	0	0	105,423,090	0		
1.3.083.02.020.03 - CONTRACT 1252: STATIONS: UNDERGROUND	21,685,000	21,685,000	0	0	21,685,000	0		
1.3.083.02.040.01 - CONTRACT 1252:SITWORK:DEMO CLEARING	2,440,000	2,440,000	0	0	2,440,000	0		
1.3.083.02.040.02 - CONTRACT 1252:SITWORK:UTILITIES & RE	10,895,000	10,895,000	0	0	10,895,000	0		
1.3.083.02.040.03 - CONTRACT 1252:SITWORK:HAZMAT&MITIGAT	200,000	200,000	0	0	200,000	0		
1.3.083.02.040.04 - CONTRACT 1252:SITWORK:ENVIRON. MITIG	300,000	300,000	0	0	300,000	0		

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1.3.083.02.040.06 - CONTRACT 1252:SITWORK:PED/BIKE ACCES	50,000	50,000	0	0	50,000	0		
1.3.083.02.040.07 - CONTRACT 1252:SITWORK:AUTO/BUS ACCES	1,345,000	1,345,000	0	0	1,345,000	0		
1.3.083.02.040.08 - CONTRACT 1252:SITWORK:TEMP FACILITIE	30,799,500	30,799,500	0	0	30,799,500	0		
83 - GUIDEWAY TUNNELS - CONTRACT # 1252 CMODs	(72,762)	(72,762)	0	0	(72,762)	0	67	
1.3.083.83.010.06 - CONTRACT 1252: CONTRACT MOD	112,251	112,251	0	0	112,251	0		
1.3.083.83.010.07 - CONTRACT 1252: CONTRACT MOD	1,810,094	1,810,094	0	0	1,810,094	0		
1.3.083.83.020.03 - CONTRACT 1252: CONTRACT MOD	1,004,156	1,004,156	0	0	1,004,156	0		
1.3.083.83.040.02 - CONTRACT 1252: CONTRACT MOD	1,035,588	1,035,588	0	0	1,035,588	(0)		
1.3.083.83.040.03 - CONTRACT 1252: CONTRACT MOD	453,475	453,475	0	0	453,475	0		
1.3.083.83.040.08 - CONTRACT 1252: CONTRACT MOD	(4,488,326)	(4,488,326)	0	0	(4,488,326)	0		
1.3.083.93.010.07 - CONTRACT 1252: TUNNEL ALLOC CONTING	0	0	0	0	0	0	68	
CONTRACT 1300 - STATIONS, TRACKWORK AND SYSTEMS TOTAL	929,347,797	976,991,117	36,153,579	6,723,427	983,714,545	-54,366,748	69	
84 - UNION SQUARE/MARKET STREET STATION (UMS) - WORK PACKAGE 1253	294,030,590	289,699,821	241,329	185,642	289,885,463	4,145,127	21	
1.3.084.03.020.03 - UMS.1253: UNDERGROUD STATION	253,081,452	251,354,048	212,298	82,275	251,436,323	1,645,129		
1.3.084.03.020.07 - UMS.1253: ELEVATORS ESCALATOR	9,465,694	9,106,679	0	71,517	9,178,196	287,498		
1.3.084.03.040.01 - UMS.1253: DEMOLITION CLEARING	6,071,588	6,071,588	0	0	6,071,588	0		
1.3.084.03.040.02 - UMS.1253: SITE UTILITIES UTIL	4,360,395	4,360,395	0	0	4,360,395	0		
1.3.084.03.040.03 - UMS.1253: HAZARDOUS MATERIALS	550,000	322,499	0	0	322,499	227,501		
1.3.084.03.040.04 - UMS.1253: ENVIRONMENTAL MITIGA	244,500	194,500	0	0	194,500	50,000		
1.3.084.03.040.06 - UMS.1253: PEDESTRIAN/BIKE	18,969	18,969	647	0	18,969	0		
1.3.084.03.040.07 - UMS.1253: AUTOMOBILE BUS ACCE	1,158,410	1,047,609	0	0	1,047,609	110,801		
1.3.084.03.040.08 - UMS.1253: TEMPORARY FACILITIES	11,139,701	10,096,359	962	0	10,096,359	1,043,342		
1.3.084.03.050.02 - UMS.1253: TRAFFIC SIGNALS AND	4,773,076	4,773,076	0	0	4,773,076	0		
1.3.084.03.050.03 - UMS.1253: TRACTION POWER SUPPL	1,815,534	1,079,909	16,250	0	1,079,909	735,625		
1.3.084.03.050.04 - UMS.1253: TRACTION POWER DISTR	216,957	191,708	7,952	0	191,708	25,249		
1.3.084.03.050.05 - UMS.1253: COMMUNICATIONS	1,134,314	1,082,482	3,220	31,850	1,114,332	19,982		
84 - UNION SQUARE/MARKET STREET STATION (UMS) CMODs	20,744,337	28,358,080	7,911,760	(7,580,025)	20,778,055	(33,718)		
1.3.084.84.020.03 - CMOD:UMS.1253: UNDERGROUD STATION	1,832,330	1,809,040	0	0	1,809,040	23,290		
1.3.084.84.020.07 - CMOD:UMS.1253: ELEVATORS, ESCALATORS	490,000	490,000	0	0	490,000	0		
1.3.084.84.040.01 - CMOD:UMS.1253: DEMOLITION CLEARING	944,987	944,987	0	0	944,987	0		
1.3.084.84.040.02 - CMOD:UMS.1253: SITE UTILITIES UTIL	3,270,038	3,270,038	0	0	3,270,038	0		
1.3.084.84.040.03 - CMOD:UMS.1253: HAZARDOUS MATERIALS	349,730	349,730	0	0	349,730	0		
1.3.084.84.040.07 - CMOD:UMS.1253: AUTOMOBILE BUS ACCE	0	20,580,025	7,911,760	(20,580,025)	0	0	69a	
1.3.084.84.040.08 - CMOD:UMS.1253: TEMPORARY FACILITIES	13,809,103	809,103	1	13,000,000	13,809,103	0		
1.3.084.84.050.05 - CMOD:UMS.1253: COMMUNICATIONS	48,149	105,157	0	0	105,157	(57,008)		
1.3.084.94.020.03 - UMS.1253: AC: ALLOC CONTING	(744,337)	0	0	0	0	(744,337)	41	
85 - CHINATOWN STATION (CTS) - WORK PACKAGE 1254	247,567,810	237,798,758	535,476	1,339,637	239,138,395	8,429,415		
1.3.085.04.010.07 - CTS.1254: GUIDEWAY: UNDERGROUND TUNNEL	76,417,579	76,417,579	0	0	76,417,579	0		
1.3.085.04.020.03 - CTS.1254: UNDERGROUND STATION	133,001,053	125,193,544	392,733	1,039,334	126,232,878	6,768,175		
1.3.085.04.020.07 - CTS.1254: ELEVATORS ESCALATOR	6,812,856	6,284,976	46,092	165,706	6,450,682	362,174		
1.3.085.04.040.01 - CTS.1254: DEMOLITION CLEARING	400,000	400,000	0	0	400,000	0		
1.3.085.04.040.02 - CTS.1254: SITE UTILITIES UTIL	6,001,718	5,999,218	2,501	0	5,999,218	2,500		
1.3.085.04.040.03 - CTS.1254: HAZARDOUS MATERIALS	350,000	230,000	0	0	230,000	120,000		

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1.3.085.04.040.04 - CTS.1254: ENVIRONMENTAL MITIGA	325,665	222,460	0	0	222,460	103,205		
1.3.085.04.040.06 - CTS.1254: PEDESTRIAN/BIKE	15,000	15,000	15,000	0	15,000	0		
1.3.085.04.040.07 - CTS.1254: AUTOMOBILE BUS ACCE	225,677	175,677	45,669	35,708	211,385	14,292		
1.3.085.04.040.08 - CTS.1254: TEMPORARY FACILITIES	16,571,322	16,116,322	0	0	16,116,322	455,000		
1.3.085.04.050.02 - CTS.1254: TRAFFIC SIGNALS AND	1,599,593	1,665,256	1	0	1,665,256	(65,663)		
1.3.085.04.050.03 - CTS.1254: TRACTION POWER SUPPL	4,063,927	3,641,952	21,350	49,150	3,691,102	372,825		
1.3.085.04.050.04 - CTS.1254: TRACTION POWER DISTRIBUTION	124,481	94,490	0	0	94,490	29,991		
1.3.085.04.050.05 - CTS.1254: COMMUNICATIONS	1,658,938	1,342,283	12,130	49,739	1,392,022	266,916		
85 - CHINATOWN STATION (CTS) CMODs	62,581,923	59,550,428	1,752,303	(6,910,784)	52,639,644	9,942,279	71	
1.3.085.85.020.03 - CMOD:CTS.1254: UNDERGROUND STATION	1,201,478	1,126,478	0	0	1,126,478	75,000		
1.3.085.85.020.04 - CMOD:CTS.1254: OTHER STATIONS, LANDING, TERMINALS: INTERMODAL, FERRY, TROLLEY, ETC	9,360,183	0	0	0	0	9,360,183		
1.3.085.85.040.01 - CMOD:CTS.1254: POWER POLE	155,956	148,212	0	0	148,212	7,744		
1.3.085.85.040.02 - CMOD:CTS.1254: SITE UTILITIES UTIL	4,022,598	3,996,251	0	0	3,996,251	26,347		
1.3.085.85.040.03 - CMOD:CTS.1254: HAZARDOUS MATERIALS	3,895,399	3,895,399	3	0	3,895,399	0		
1.3.085.85.040.08 - CMOD:CTS.1254: TEMPORARY FACILITIES	43,946,308	43,473,304	0	0	43,473,304	473,004		
1.3.085.85.050.05 - CMOD:CTS.1254: COMMUNICATIONS		6,910,784	1,752,300	(6,910,784)	0	0	71a	
1.3.085.95.020.03 - CTS.1254: AC: ALLOC CONTING	(40,964,029)	0	0	0	0	(40,964,029)	72	
86 - YERBA BUENA MOSCONE STATION (YBM) - WORK PACKAGE 1255	158,089,000	155,504,147	360,127	166,421	155,670,568	2,418,432		
1.3.086.05.020.03 - YBM.1255: UNDERGROUND STATION	118,405,840	118,065,704	354,536	10,643	118,076,347	329,493		
1.3.086.05.020.07 - YBM.1255: ELEVATORS ESCALATOR	5,333,287	5,019,079	0	124,028	5,143,107	190,180		
1.3.086.05.040.01 - YBM.1255: DEMOLITION CLEARING	657,000	657,000	0	0	657,000	0		
1.3.086.05.040.02 - YBM.1255: SITE UTILITIES UTIL	7,163,278	7,163,278	2	0	7,163,278	0		
1.3.086.05.040.03 - YBM.1255: HAZARDOUS MATERIALS	2,629,439	2,140,188	0	0	2,140,188	489,251	73	
1.3.086.05.040.04 - YBM.1255: ENVIRONMENTAL MITIGA	100,000	32,019	0	0	32,019	67,981		
1.3.086.05.040.06 - YBM.1255: PEDESTRIAN/BIKE	16,665	1	0	0	1	16,664		
1.3.086.05.040.07 - YBM.1255: AUTOMOBILE BUS ACCE	1,542,725	1,539,725	0	0	1,539,725	3,000		
1.3.086.05.040.08 - YBM.1255: TEMPORARY FACILITIES	15,564,753	15,177,965	962	0	15,177,965	386,788		
1.3.086.05.050.02 - YBM.1255: TRAFFIC SIGNALS AND	1,726,492	1,726,492	0	0	1,726,492	0		
1.3.086.05.050.03 - YBM.1255: TRACTION POWER SUPPL	3,708,425	2,753,850	1	31,250	2,785,100	923,325		
1.3.086.05.050.05 - YBM.1255: COMMUNICATIONS	1,241,096	1,228,846	4,626	500	1,229,346	11,750		
1.3.086.05.050.06 - YBM.1255: FARE COLLECTION SYST	0	0	0	0	0	0		
86 - YERBA BUENA MOSCONE STATION (YBM) CMODs	4,889,959	16,229,485	3,335,940	(11,773,621)	4,455,864	434,095		
1.3.086.86.020.03 - CMOD:YBM.1255: UNDERGROUND STATION	466,470	456,470	0	0	456,470	10,000		
1.3.086.86.020.07 - CMOD:YBM.1255: ELEVATORS ESCALATOR	210,055	210,055	0	0	210,055	0		
1.3.086.86.040.01 - CMOD:YBM.1255: DEMOLITION CLEARING	266,386	259,386	0	0	259,386	7,000	73	
1.3.086.86.040.02 - CMOD:YBM.1255: SITE UTILITIES UTIL	3,570,282	3,158,755	0	0	3,158,755	411,527		
1.3.086.86.040.03 - CMOD:YBM.1255: HAZARDOUS MATERIALS	150,828	150,828	0	0	150,828	0		
1.3.086.86.040.04 - CMOD:YBM.1255: ENVIRONMENTAL MITIGA	102,734	102,734	0	0	102,734	0		
1.3.086.86.040.06 - CMOD:YBM.1255: PEDESTRIAN/BIKE	35,489	29,921	0	0	29,921	5,568		
1.3.086.86.040.08 - CMOD:YBM.1255: TEMPORARY FACILITIES	87,715	87,715	0	0	87,715	0		
1.3.086.86.050.05 - CMOD:YBM.1255: COMMUNICATIONS		11,773,621	3,335,940	(11,773,621)	0	0	73a	
1.3.086.96.020.03 - YBM.1255: AC: ALLOC CONTING	10,110,042	0	0	0	0	10,110,042	74	

[A] Cost Account Description	[B] Dec 2020 Budget (YOE)	ACTUAL COSTS					[G] VARIANCE (B - F)	COST REPORT NOTES
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87 - SURFACE TRACKWORK AND SYSTEMS -WORK PACKAGE 1256	139,989,000	123,739,450	5,378,919	2,669,895	126,409,345	13,579,655		
1.3.087.09.010.02 - STS.1256: GUIDEWAY: AT-GRADE SEMI-EXCLUSIVE (ALLOWS C	2,860,000	2,860,000	0	0	2,860,000	0		
1.3.087.09.010.06 - STS.1256: GUIDEWAY: UNDERGROUND CUT & CVR	9,257,731	8,951,588	14,554	0	8,951,588	306,143		
1.3.087.09.010.07 - STS.1256: GUIDEWAY: UNDERGROUND	16,723,552	16,296,101	94,932	42,151	16,338,252	385,300		
1.3.087.09.010.09 - STS.1256: TRACK DIRECT FIXATION	6,761,089	6,756,657	(0)	0	6,756,657	4,432		
1.3.087.09.010.12 - STS.1256: TRACK: SPECIAL	4,449,637	4,449,637	0	0	4,449,637	0		
1.3.087.09.020.01 - STS.1256: AT-GRADE STATION	7,602,857	6,623,111	245,547	256,984	6,880,095	722,762		
1.3.087.09.040.02 - STS.1256: SITE UTILITIES, UTILITY RELOCA	17,464,046	14,682,874	1	2,250	14,685,124	2,778,922		
1.3.087.09.040.03 - STS.1256: HAZARDOUS MATERIALS	200,000	0	0	0	0	200,000	73	
1.3.087.09.040.04 - STS.1256: ENVIRONMENTAL MITIGATION	50,000	0	0	0	0	50,000	73	
1.3.087.09.040.07 - STS.1256: AUTOMOBILE BUS ACCE	2,116,925	2,116,925	1	0	2,116,925	0		
1.3.087.09.040.08 - STS.1256: TEMPORARY FACILITIES	13,896,832	13,835,367	100,000	0	13,835,367	61,464		
1.3.087.09.050.01 - STS.1256: TRAIN CONTROL AND SIGNALS	27,543,451	22,889,356	2,193,807	2,061,880	24,951,236	2,592,215		
1.3.087.09.050.02 - STS.1256: TRAFFIC SIGNALS AND	4,463,368	3,798,419	1	0	3,798,419	664,949		
1.3.087.09.050.03 - STS.1256: TRACTION POWER SUPPL	9,889,014	8,954,031	15,899	246,630	9,200,661	688,353		
1.3.087.09.050.04 - STS.1256: TRACTION POWER DISTRIBUTION	6,099,675	3,846,769	0	14,595	3,861,364	2,238,311		
1.3.087.09.050.05 - STS.1256: COMMUNICATIONS	7,996,237	5,957,653	2,714,178	41,405	5,999,058	1,997,179		
1.3.087.09.050.07 - STS.1256: CENTRAL CONTROL	2,614,586	1,720,962	0	4,000	1,724,962	889,624		
87 - SURFACE TRACKWORK AND SYSTEMS (STS) CMODs	78,359,138	66,110,949	16,637,723	28,626,262	94,737,212	(16,378,073)		
1.3.087.89.020.03 - CMOD:STS.1256: UNDERGROUND STATION	(4,876,785)	(4,876,785)	(0)	0	(4,876,785)	0		
1.3.087.89.040.01 - CMOD:STS.1256: DEMOLITION, CLEARING, EARTHWORK	399,000	399,000	0	0	399,000	0		
1.3.087.89.040.02 - CMOD:STS.1256: SITE UTILITIES, UTILITY RELOCA	1,482,322	1,345,797	1	0	1,345,797	136,525		
1.3.087.89.040.03 - CMOD:STS.1256: HAZARDOUS MATERIALS	18,221	18,221	2	0	18,221	0		
1.3.087.89.040.07 - CMOD:STS.1256: AUTOMOBILE BUS ACCE	16,530,003	18,784,307	14,900,000	(2,254,304)	16,530,003	0		
1.3.087.89.040.08 - CMOD:STS.1256: TEMPORARY FACILITIES	64,753,360	34,223,300	58,340	29,907,076	64,130,376	622,984	74a	
1.3.087.89.050.01 - CMOD:STS.1256: TRAIN CONTROL	(1,856,144)	13,304	0	0	13,304	(1,869,448)		
1.3.087.89.050.02 - CMOD:STS.1256: TRAFFIC SIGNALS AND	242,427	220,000	0	0	220,000	22,427		
1.3.087.89.050.05 - CMOD:STS.1256: COMMUNICATIONS	1,666,735	15,983,805	1,679,380	973,490	16,957,296	(15,290,561)		
1.3.087.99.020.01 - STS.1256: AC: ALLOC CONTING	(45,305,636)	0	0	0	0	(45,305,636)	75	
88 - STATIONS CONTRACT 1300	2,435,063	1,213,954	4,203	1,345	1,215,299	1,219,764		
1.3.088.06.080.04 - CN1300 CONSTRUCTION TRAILER [68CPT5441316.CPT5441316]	80,000	0	0	0	0	80,000		
1.3.088.06.080.04 - DT-CN1300 COMMUNICATIONS INSTALL [68CPT5441317.CPT544	1,430,594	156,022	0	0	156,022	1,274,572		
1.3.088.06.080.04 - MTA Communications - Business Liaison to support CN1300 CON[68C	420,000	343,778	0	0	343,778	76,222		
1.3.088.06.080.04 - IT-CN1300 Installation [68CPT5441319.CPT5441319]	448,371	290,864	4,203	1,345	292,209	156,162		
1.3.088.06.080.04 - CN1300 Installation Maintenance [68CPT5441320.CPT5441320]	25,000	382,655	0	0	382,655	(357,655)		
1.3.088.06.080.04 - DT Support - Stations [68CPT544135.CPT5441325]	31,098	40,635	0	0	40,635	(9,537)		
141 - CONSTRUCTION ADMINISTRATION	0	0	0	0	0	0		
1.3.141.97.080.04 - CONSTR.ADMIN:ALLOC CONTING	0	0	0	0	0	0	75a	
142 - LEGAL/PERMITS	2,014,204	0	0	0	0	2,014,204		
1.3.142.01.080.06 - LGL.PRMITSF:LEGAL; PERMITS	2,014,204	0	0	0	0	2,014,204		
144 - STARTUP	8,300,329	0	0	0	0	8,300,329		
1.3.144.01.080.08 - STRT: STARTUP (SFMTA Transit)	6,941,907	0	0	0	0	6,941,907		
1.3.144.97.080.08 - STRTA: AC STARTUP ALLOC CONTIN	1,358,422	0	0	0	0	1,358,422		

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151 - TEMPORARY LICENSE AGREEMENT	17,000	0	0	0	0	17,000		
1.3.151.01.080.06 - TEMP.LICPORARY LICENSE AGREEME	17,000	0	0	0	0	17,000		
170 - COMMUNICATIONS CONNECTIONS	10,599,579	2,403,913	0	0	2,403,913	8,195,666		
1.3.170.01.050.04 - COMM.CONNN:COMMUNICATION CONN	5,757,629	0	0	0	0	5,757,629		
1.3.170.01.050.05 - CSP Radio Design	641,950	641,950	0	0	641,950	0		
1.3.170.01.050.05 - CSP Radio Cable	377,788	321,963	0	0	321,963	55,825		
1.3.170.01.050.05 - CSP Radio Procurement	3,822,212	1,440,000	0	0	1,440,000	2,382,212		
181 - AON RISK INSURANCE CS 163	26,803,757	25,119,206	0	0	25,119,206	1,684,551		
1.3.181.01.040.08 - AON.CS163 AON RISK INS.	26,778,757	25,094,206	0	0	25,094,206	1,684,551		
1.3.181.01.080.03 - AON.CS171 AON RISK INS. STUDY	25,000	25,000	0	0	25,000	0		
191 - FARE COLLECTION CONTRACTOR	5,400,000	366,130	213,278	0	366,130	5,033,871		
1.3.191.01.050.06 - FARE.CONSUM:FARE COLLECTION	5,400,000	366,130	213,278	0	366,130	5,033,871		
192 - THALES T&S CENTRAL CONTROL	19,421,326	10,698,655	0	0	10,698,655	8,722,671		
1.3.192.01.050.01 - THALES T&S ATCS	487,972	106,179	0	0	106,179	381,793		
1.3.192.01.050.01 - CN1266-2 Advanced Train Control System (ATCS) - Implementation	15,507,930	7,475,844	0	0	7,475,844	8,032,086		
1.3.192.01.050.01 - CN1266-1 Advanced Train Control System (ATCS) - Equipment	3,425,424	3,116,632	0	0	3,116,632	308,792		
202 - JOC2-022.0	63,938	0	0	0	0	63,938		
1.3.202.01.040.02 - JOC2-022:15&22 POTHOLING UTIL1 LGHT FNDS	63,938	0	0	0	0	63,938		
203 - JOC2-029.0	53,317	0	0	0	0	53,317		
1.3.203.07.040.02 - JOC0292-029: RELOCATE VAULTS-S	53,317	0	0	0	0	53,317		
302 - PG&E	1,988,173	3,874,699	0	0	3,874,699	(1,886,526)		
1.3.302.03.050.03 - PGE PERMANENT POWER UMS	(2,350,000)	0	0	0	0	(2,350,000)		
1.3.302.03.050.03 - PGE POWER FEED UMS	2,959,826	1,305,477	0	0	1,305,477	1,654,349		
1.3.302.04.050.03 - PGE PERMANENT POWER CTS	(2,350,000)	0	0	0	0	(2,350,000)		
1.3.302.04.050.03 - PGE POWER FEED CTS	2,959,826	0	0	0	0	2,959,826		
1.3.302.05.050.03 - PGE PERMANENT POWER YBM	(2,368,540)	0	0	0	0	(2,368,540)		
1.3.302.05.050.03 - PGE POWER FEED YBM	3,125,222	2,569,222	0	0	2,569,222	556,000		
1.3.302.09.050.03 - PGE POWER FEED STS	11,839	0	0	0	0	11,839		
331 - BAY AREA RAPID TRANSIT (BART)	951,356	476,611	0	0	476,611	474,745		
1.3.331.01.080.04 - CM:SFMTA LABOR-ENG SVCS-IRP/BART/SF	50,000	33,152	0	0	33,152	16,848		
1.3.331.01.080.06 - CM: BAY AREA RAPID TRANSIT (BART) [122A]	901,356	443,459	0	0	443,459	457,897		
333 - AMERICAN PUBLIC TRANSP. ASSOCIATION (APTA) CS-APTA	146,500	62,112	0	0	62,112	84,388		
1.3.333.01.080.03 - APTA:APTA - IRP [2G]	46,500	31,054	0	0	31,054	15,446		
1.3.333.01.080.03 - APTA:APTA - IRP [2C]	100,000	31,058	0	0	31,058	68,942		
334 - BART FARE COLLECTION SYSTEM	700,000	475,136	0	0	475,136	224,864		
1.3.334.01.050.06 - BART:BART FARE COLLECTION EQP	700,000	475,136	0	0	475,136	224,864		
401 - ECONOMIC AND WORKFORCE DEVELOPMENT (EWD)	17,600	17,600	0	0	17,600	0		
1.3.401.01.080.04 - EWD: MAYORS OFFICE ECON DEV	17,600	17,600	0	0	17,600	0		
402 - DEPARTMENT OF TECHNOLOGY	242,371	250,534	0	0	250,534	(8,163)		
1.3.402.07.050.04 - DT:1UTL:COMM. CONNECTIONS	166,756	179,179	0	0	179,179	(12,423)		
1.3.402.08.050.04 - DT:2UTL:COMM.CONNECTIONS	75,615	71,354	0	0	71,354	4,261		
404 - DEPARTMENT OF BUILDING INSPECTION (DBI)	1,204,081	1,204,081	0	0	1,204,081	0		

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1.3.404.01.080.06 - DPT OF BUILDING INSPECTION	1,204,081	1,204,081	0	0	1,204,081	0	
491 - FORM B - REIMBURSEMENT	(12,227,954)	0	0	0	0	(12,227,954)	
1.3.491.02.040.02 - FORMB - CONTRACT 1252 UTILITY REIMBUR	(254,050)	0	0	0	0	(254,050)	76
1.3.491.03.040.02 - FORMB - UMS:CONTRACT 1300 UTILITY REIMBURSEMENT	(528,370)	0	0	0	0	(528,370)	77
1.3.491.04.040.02 - FORMB - CTS:CONTRACT 1300 UTILITY REIMBURSEMENT	(451,703)	0	0	0	0	(451,703)	78
1.3.491.05.040.02 - FORMB - YBM:CONTRACT 1300 UTILITY REIMBURSEMENT	(100,000)	0	0	0	0	(100,000)	79
1.3.491.06.040.02 - FORMB - CONTRACT 1300 UTILITY REIMBUR	0	0	0	0	0	0	80
1.3.491.07.040.02 - FORMB - CONTRACT 1250 UTILITY REIMBUR	(2,275,419)	0	0	0	0	(2,275,419)	81
1.3.491.08.040.02 - FORMB - CONTRACT 1251 UTILITY REIMBUR	(7,618,412)	0	0	0	0	(7,618,412)	82
1.3.491.09.040.02 - FORMB - STS:CONTRACT 1300 UTILITY REIMBURSEMENT	(1,000,000)	0	0	0	0	(1,000,000)	83
TOTAL CONSTRUCTION PHASE	1,453,126,858	1,471,282,983	39,319,625	10,041,563	1,481,324,545	(28,197,688)	
1.4.091.01.070.01 - LRVS: LIGHT RAIL VEHICLES RFP [34B]	1,324,123	1,319,773	0	0	1,319,773	4,350	
1.4.091.01.070.01 - LRVS: LIGHT RAIL VEHICLES PROJECT MGT [68E]	828,009	828,009	0	0	828,009	0	
1.4.091.01.070.01 - LRVS: LRV PROCUREMENT ODC	25,000	0	0	0	0	25,000	
1.4.091.01.070.01 - LRVS: LRV PROCUREMENT	14,622,868	9,781,465	0	0	9,781,465	4,841,403	
1.4.091.97.070.01 - LRVA:AC: VEHICLES ALLOC CONTI	0	0	0	0	0	0	26
TOTAL VEHICLES	16,800,000	11,929,247	0	0	11,929,247	4,870,753	
1.5.015.01.060.01 - RE: EASEMENT ACQUISIT	400,000	322,939	0	0	322,939	77,061	
1.5.015.01.060.01 - RE: REAL EST SITE ACQ	15,955,138	14,224,616	0	0	14,224,616	1,730,522	
1.5.015.01.060.01 - RE: REAL ESTATE	766,272	766,272	0	0	766,272	0	
1.5.015.01.060.01 - RE: REC & PARK MOU	6,987,624	6,987,624	0	0	6,987,624	0	
1.5.015.01.060.01 - RE:-DEPT OF TRANSPOR	2,686,000	2,686,000	0	0	2,686,000	0	
1.5.015.01.060.01 - RE:-LICENSES FEES	400,000	381,311	0	0	381,311	18,689	
1.5.023.01.060.01 - ATTY:REAL ES	2,764,872	2,764,872	0	0	2,764,872	0	
1.5.101.01.060.02 - RES.RELO: RELOCATION COST	1,275,200	1,289,701	0	0	1,289,701	(14,501)	
1.5.102.01.060.02 - COMM.RELO-RELOC COMMERCIAL	905,311	1,119,729	0	0	1,119,729	(214,418)	
TOTAL ROW, LAND, EXISTING IMPROVEMENTS	32,140,418	30,543,065	0	0	30,543,065	1,597,353	
90 - CONTINGENCY	1,001,869	0	0	0	0	1,001,869	
1.7.500.91.090.00 - UNALLOCATED CONTINGENCY	1,001,869					1,001,869	84
TOTAL ALLOCATED CONTINGENCY	0					0	
TOTAL PROJECT COST	1,664,687,193	1,674,315,803	39,352,280	10,041,563	1,684,357,366	(19,670,173)	

Connecting people. Connecting communities.

7.1 Program Project Budget	
1	The Central Subway Project (CSP) (SFMTA Capital Program CPT 544) is defined in the FTA-SFMTA October 2012 Full Funding Grant Agreement with a budget of \$1.578 billion.
2	The TBM Retrieval Shaft Relocation (SFMTA Capital Program CPT 690) is one of four capital projects that is related to CSP. These projects are reported for background information as needed outside of the main body of the Project Monthly Progress Report.
3	The Chinatown Plaza (CPT 718) is for Chinatown Station enhancement capital project. The project has funding outside of the Central Subway Project. The construction is carried out in Contract 1300 Contract Modifications.
4	CPT 665 is a Real Estate project to relocation in compliance with California regulations for business relocations but outside of the Central Subway Project as defined by the FTA FFGA.
5	CPT 705 is an SFMTA capital improvement between the Agency and community stakeholders outside of the Central Subway Project.
6	Utility company reimbursements (Form B) result in funds received for work carried out on behalf of utilities concurrent to CSP work to achieve efficiencies.
7	PG&E Power Feed reimbursement funds are the refunds from PG&E when completion of Stations construction and switch to permanent power.
8	BART Elevator funds are reimbursements for work carried out on behalf of BART to install BART Powell Street Station elevator.
9	The Tutor Perini - CAD Files funds are the result of payments by the contractor for project documentation not included in the contract.
10	SFPUC Sewer Main funds are reimbursements for work carried out on behalf of San Francisco PUC (includes 10% construction contingency).
11	Traffic Effectiveness Project funded Contract Modification #40 for Culvert, Street & Sidewalk Restoration in North Beach are reimbursements for work carried out in Contract 1252 on behalf of SFMTA SSD.
12	SFPUC 24" Water Main funds are reimbursements for work carried out in Contract 1252 Contract Modification #41 on behalf of San Francisco PUC (includes construction management cost).
13	SFPUC North Beach 24" Water Main Additional Work funds are reimbursements for work carried out in Contract 1252 Contract Modification #48 on behalf of San Francisco PUC (includes construction management cost).
14	CN1300 Contract Modification #6 is funded by Chinatown Plaza (CPT 718) project.
15	Traffic Effectiveness Project funded Contract Modification #51 for support for North Beach Restoration, OCS and Streetlighting which are reimbursements for work carried out in Contract 1252.
16	Public Works' funds are for reimbursements for work carried out on behalf of Public Works MOU for Water Line above YBM Station.
17	SFWD funded Contract Modification #60 for 8' water line at the intersection of Fourth and Jessie Street which are reimbursements for work carried out in Contract 1252.
17a	The Chinatown Plaza (CPT 718) is used for Chinatown Station enhancement. The project has funding outside of the Central Subway Project. The construction is carried out in Contract 1300 Contract Modifications. CMOD#123 is being partially funded by CPT718 funding.

7.4 Contingency Management Trend Report	
18	In Oct 2014 Report, updated Contract 1250 contract cost to segregate contract amount and contract modification amount. Note that September 2013 Supplemental Authorized Contingency "column f" did not include completed contract.
19	In Oct 2014 Report, updated Contract 1251 contract cost to segregate contract amount and contract modification amount. Note that September 2013 Supplemental Authorized Contingency "column f" did not include completed contract.
20	Contract 1252 Original Contract Value "column a" and Original Contingency "column f" did not match September 2013 Supplemental due to Supplemental were used the revised value to reflect Contract Modifications #3-#18. Reduced Contract 1252 contingency to reflect CMod #20 for retrieval shaft relocation cost \$5.15M funded by CPT690, CMod #40 for Culvert, Street & Sidewalk Restoration cost \$694,651 funded by Traffic Effectiveness Project (TEP), and CMod #41 for install 24" Water Main in North Beach cost \$328,860 funded by SFPUC. In August 2015 report, release \$15M CN1252 Tunnel assigned contingency to program unallocated contingency. In March 2106 report, reduced Contract 1252 contingency by \$377,435 cost to reflect certification of five CMODS. CMod#49, #52 and #53 total \$221,967 are funded by CPS. CMod#51 Support for North Beach Restoration, OCS and Streetlighting cost of \$155,468 is being funded by TEP. Released \$155,468 CN1252 allocated contingency to program's unallocated contingency. In May 2016 report, reduced Contract 1252 contingency by \$185,913 cost to reflect certification of two CMODS. In July 2016 report, increased Contract 1252 contingency by \$15,259 cost to reflect certification of one CMOD. In October 2016 report, increased Contract 1252 contingency by \$319,658 to reflect certification of three credit CMODS. In March 2018 report, increased Contract 1252 contingency by \$131,715 cost to reflect certification of two CMODS.
21	BART Elevator scope and SFPUC Sewer Main scope is in Contract 1300; effort will be funded by BART. In January 2015 Report, corrected Station Contract value to match awarded amount. In March 2019, \$18,036,709 was taken out of original contract of \$879,676,400 due to ATCS no longer being done by Tutor hence new revised budget of \$861,639,691. In August 2019, used new methodology to report on the potential changes to our contract cost. See backup via SCC codes. The budget number in cell m14 has also been updated to reflect the true cost.
22	In March 2016 Report, lowered Contract 1300 Stations CTS contingency by \$75,000 because Contract Modification #6 was funded by Project CPT718. In Nov 2016 report, reversed moving contingency.
23	In December 2017 Report, \$1,060,000 Job Readiness Budget is shown as an approved change in Column "b". In March 2019 report, \$18,036,709 taken out of Tutor contract (STS package) and put into unallocated contingency. We then used the same amount from unallocated contingency, \$18,036,709 and moved to its own line for the ATCS (advanced train control system) contract. As of March 2019, Tutor has not given us credit for the \$18,036,709 that is still sitting on the STS AL-14 bid item. That bid item should not be \$25M but instead be \$7,054,078 to reflect amount we have previously paid out. We will continue to monitor the STS-AL bid item to make sure Tutor corrects the amount. In August 2019, we are showing the \$4,841,950 from unallocated program contingency being moved to SCC 50 Systems category.
24	In December 2017 Report, there is a change in Column "f" and Column "h" to reflect reporting to include CN1250 and CN1251. Prior to this, Column "f" and Column "h" reporting excluded CN1250 and CN1251.

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25	In April 2015 report, real estate budget stated in RAMP Rev5 is \$36.7M, including \$1M contingency. The cost workbook ROW & contingency budget reflects this with \$36,511,799 and \$1,000,000 respectively. Revised cost book ROW budget & contingency to be \$37,511,799. The \$4,265,478 Caltrans lease savings is allocated to ROW allocated contingency. In February 2017, released \$5,265,478 from completed phase Real Estate assigned contingency to program unallocated contingency. In September 2020, re-programmed, re-aligned and re-adjusted the allocated STS contingency to increase by \$22,708,106 due to funding received.
26	In Dec 2014 Report, redistributed LRV budget to reflect recent firm bid cost per vehicle (\$3,327,250/unit) from vehicle procurement contract award. (SFMTA Board meeting 15JUL14, calendar item #11). Vehicle line item total budget remains unchanged, redistributed fund by reducing base amount to \$13,309,000, column "c" and increased allocated contingency column "h", by same amount. In Dec 2018 Report, increased LRV budget by \$3,491,000 to reflect final costs of vehicles (\$4,200,000/unit) for vehicle procurement contract to \$16,800,000. Reduced LRV contract and transferred the \$9,585,653 from LRV contingency to unprogrammed contingency.
26a	In July 2018 Report, increased SCC 80 Professional Services category budget by \$2,263,498 due to additional costs related to CN1300 stations; cost was transferred from program unallocated contingency. In August 2019 report, we are realigned and adjusted the allocated contingency for Professional Services and moved to approved changes column.
27	In Oct 2014 Report, made two corrections: i) revised Professional Services, Original Contract Value "column a" from \$310,518,041 to \$310,618,041, ii) revised Original Cogency. "column f" unallocated contingency from \$3,883,481 to \$3,845,945. In April 2015 report, used \$500K program contingency for CS-175 Bayland Soil Process contract. In August 2015 Report, added \$15M from Contract 1252. In March 2016 Report, the \$155,468 costs funded by other project offset credits added to program's unallocated contingency. In August 2016 Report, used \$15M to UMS contingency and \$5M to CTS contingency. In February 2017, increased \$5,265,478 from real estate contingency to program unallocated contingency and used \$1M for CN1300 Job Readiness Program contract. In July 2018 report, used \$2,263,498 to increase SCC 80 Professional Services category regarding matters related to stations from program unallocated contingency. In August 2019 report, used \$4,841,950 to increased SCC 50 Systems category regarding matters related to CSP Radio from program unallocated contingency.
28	The total Central Subway Project budget of \$1.578 billion, based on the October 2012 FFGA with the FTA, is the primary MPR report reference. In September 2020, the project budget increased from \$1.578 billion to \$1.601 billion due to additional funding.
29	Estimate at Completion is shown at Column "e".
30	Estimate at Completion vs. Budget variance is shown at Column "k".
7.5 Contract Modification/Trend Log - Contract 1300 Stations	
31	Reported all trend cost for Contractor Change Order Requests and Proposed Contract Change and applied probability to forecasted trends. In April 2016 Report, reviewed probability formula and adjusted cost. In May 2017, updated probability formula and adjusted cost.

7.6 Budget Revisions: Report Sorted by Construction Packages	
32	In Dec 2014 Report, reduced CN1252 allocated contingency by \$28K to execute Contract Modification #46, see Report 7.5 Detail Contingency Usage Report. In August 2015 report, release \$15M CN1252 Tunnel assigned contingency to program unallocated contingency. In March 2016 report, five contract modifications certified totaling \$377,435 of which \$155,468 is using another source of funding. Released \$155,648 from CN1252 Tunnel assigned contingency to program unallocated contingency. In May 2016 Report, reduced CN1252 allocated contingency by \$186K to execute Contract Modification #54 and #55, see Report 7.5 Detail Contingency Usage Report. In October 2016 Report, increased CN1252 allocated contingency by \$319,658 to execute three contract modifications (#57, #58 and #59), see Report 7.5 Detail Contingency Usage Report. In March 2018 Report, increased CN1252 allocated contingency by \$131,715 to execute two contract modifications (#61 and #62), see Report 7.5 Detail Contingency Usage Report. In December 2018 Report, released CN1252 allocated contingency of \$966,431 to program unallocated contingency.
33	In February 2017 report, initiated budget from program unallocated contingencies for CN1300 Job Readiness Program. CN1300 Job Readiness Program budget was part of CN1300 base value, a deduction contract modification will lower CN1300 contract value.
34	In April 2015, initiated budget from program unallocated contingencies for CS-175 Bayland Soil Process contract, refer to Note 20.
34a	In March 2019, initiated transfer due to budget being withdrawn from Tutor contract (STS package) to fund the Advanced Train Control System contract amount of \$18,036,709. CN1266-2 Advanced Train Control System (ATCS) Implementation for \$14,611,285 and CN1266-1 Advanced Train Control System (ATCS) Equipment for \$3,425,424.
34b	In December 2018, initiated budget from program unallocated contingencies for AON Risk Insurance, refer to Note 20.
35	In February 2017, released completed phase real estate assigned contingency \$5,265,478 to program unallocated contingency.
36	In Dec 2014 Report, redistributed LRV budget to reflect recent firm bid cost per vehicle (\$3,327,250/unit) from vehicle procurement contract award. (SFMTA Board meeting 15JUL14, calendar item #11). Vehicle line item total budget remains unchanged, redistributed fund by reducing base amount to \$13,309,000 and increased allocated contingency by same amount. In December 2018 Report, adjusted budget from \$13,309,000 to \$16,800,000 from allocated contingency. Took the remaining allocated contingency of \$9,585,653 and moved it to program unallocated contingency.
36a	In August 2019 Report, utilized the contingency of \$16,862,657 from 80.03 Project Management budget and 80.04 Construction Management budget and redistributed funds to align with AECOM budget to reflect true costs plus additional \$12,000,000 in 2019 annual work plan.

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37	<p>In October 2016 report, 1252 program contingency increased by \$319,658 due to execution of three contract modifications as credit offsets. In November 2016 report, took away \$75,000 funding from program's unallocated contingency and moved to CTS allocated contingency. In February 2017 report, initiated budget from program unallocated contingencies for CN1300 Job Readiness Program. CN1300 Job Readiness Program budget was part of CN1300 base value, a deduction contract modification will lower CN1300 contract value. Also released \$5,265,478 assigned real estate contingency to program unallocated contingency. In June 2017, initiated budget from Contract 1251's contract value (true final administrative close out cost) to program unallocated contingency, a deduction contract modification that lowered CN1251's contract value by \$125,501. In March 2018 report, 1252 program contingency increased by \$131,715 due to execution of two contract modifications as credit offsets. In July 2018, increased SCC category Professional Services in 80.04 Construction Management by \$2,263,498 by reducing program unallocated contingency. In August 2019, increased SCC category Other Construction in 50.05 CSP Radio by \$4,841,950 by reducing program unallocated contingency.</p>
38	<p>In April 2015 report, program contingency decreased by \$500,000. In August 2015 report, release \$15M CN1252 Tunnel assigned contingency to program unallocated contingency. In March 2016 report, released \$155,468 from Contract 1252 Tunnel assigned contingency and \$75,000 from Contract 1300 Stations assigned contingency totaling \$230,956. In August 2016, released a total of \$20M unassigned contingency to assigned contingency; \$15M to CN1300 UMS station and \$5M to CTS station. In February 2017 report, initiated budget from program unallocated contingencies for CN1300 Job Readiness Program. CN1300 Job Readiness Program budget was part of CN1300 base value, a deduction contract modification will lower CN1300 contract value. Also released \$5,265,478 assigned real estate contingency to program unallocated contingency. In July 2017, increased program unallocated contingency by \$125,501 due to CN1251's revised contract value. In July 2018, reduced program unallocated contingency by \$2,263,498 to fund additional costs for SCC category Professional Services in 80.04 Construction Management. In December 2018, reallocated CN1252 budget of 2,402,247 (due to closeout cmod reduction of 1,435,816 and contingency release of 966,430) and LRV budget contingency of 9,585,653 and released a total of 11,987,900 to unprogrammed contingency. In August 2019, reduced program contingency by \$4,841,950 to fund additional costs for SCC category Other Construction in 50.05 to fund CSP Radio related services. In August 2020, used \$5.25M of unprogrammed contingency to fund AECOM 2020 AWP \$4.5M and AECOM 2020 ODC \$750K. In October 2020, added \$20,265,846 to unprogrammed contingency.</p>
<p>7.7 Budget Expenditures by SCC Codes</p>	
39	<p>In March 2017, added new columns for "Supplemental 2013 Budget" and "Remaining Budget". In April, added new column for "Contingency". In May 2017, added new column for "Report Note". In May 2017, breakdown the combined SCC codes 10 to 50 into individual row for 10, 20, 40, 50 categories. Assigned SCC code to all CN1300 potential changes. Contract 1300 Station assigned contingency SCC are 20.01 and 20.03. The budget transfer is using assigned contingency to process contract modifications. In June 2017, adjusted and realigned SCC codes. In July 2018, the budget transfer is using SCC 90 program unallocated contingency to process an increase in budget for category SCC 80.03-90.04 PM For Design & Construction. In March 2019, added \$18,036,709 from taking out the ATCS from Tutor contract. The budget transfer was used to create a stand alone line for ATCS work in 50.01 under Thales. In August 2020, used \$5.25M of unprogrammed contingency to create AECOM 2020 AWP \$4.5M and AECOM 2020 ODC \$750K. In October 2020, used \$32M of unprogrammed contingency to increase the contingencies for CN1300 CTS, YBM and STS station; increased AECOM 2020 AWP & ODC by \$6M; increased CS 155.2 by \$3,728,919 and added \$20,265,846 to unprogrammed contingency.</p>

7.9 Detail Monthly Expenditure Report	
Phase 1 Preliminary Engineering	
40	In February 2017, line item budget was adjusted to line-up expenditures. Famis cost for Preliminary Engineering (PE) is \$48,210,903.71. Cost Report for Preliminary Engineering (PE) is \$46,542,060. Some Design cost reported in Famis were moved to Design Phase.
Phase 2 Design Phase	
41	Famis cost adjustment to transfer Project Management cost from July 2013 to Phase 3 Construction Phase.
42	Famis Phase 1 PE Index Code: 357906.CPT5441112 cost is \$10,222,939 \$8,949,300 is reported in Cost Report Phase 1 PE and the balance of \$1,273,639 is reported in Phase 2 Design.
43	1.2.021.01.080.03 - FD:CTYCO-ARTS COMMISSION [357909ART001.CPT5441227]: FAMIS: \$1,425,167 Cost Report: \$1,425,167 cost is reported in Phase 2 Design, 1.2.021.01.080.03 Cost Transfer: Remaining cost is reported in Phase 3 Construction, 1.3.021.01.080.03 - ARTS:CTYCO-ARTS COMMISSION [357909ART001.CPT5441227]
44	In December 2016 Report, Central Subway Project has re-activated CSA Audit Work Order to perform overhead audit for three consultant forms.
45	1.2.055.01.080.02 - FD:ODCs - 651 BRANNAN STREET [35CPT5441241.CPT5441241]: FAMIS: \$2,294,910 Cost Report: \$2,294,910 1.2.055.01.080.02 Cost Transfer: Future costs to be allocated to 1.3.055.01.080.02 - FD:ODCs - 651 BRANNAN STREET [35CPT5441241.CPT5441241]
46	1.2.063.01.080.03 - AECOM.CS149 OM-EPC JV CS149-PM [68CPT544133D.CPT544133D]: FAMIS: \$4,698,167 Cost Report: \$4,698,167 on 1.2.063.01.080.03 Cost Transfer: Future costs to 1.3.063.01.080.03 - AECOM.CS149 OM-EPC JV CS149-PM [68CPT544133D.CPT544133D]
47	AVA Cost \$395,204 is reported in Phase 2 Final Design 1.2.066.01.080.03
48	In January 2017 Report, remove variance amount of (\$920,555) that was incorrectly reported in August 2016.
49	1.2.071.01.080.02 - FD:FINAL DESIGN-DP1 [35CPT5441232.CPT5441232]: FAMIS: \$5,608,147 Cost Report: \$5,469,336 Cost Transfer: \$138,811 to 1.3.071.01.080.04 - FD:FINAL DESIGN-DP1 [35CPT5441232.CPT5441232]
50	1.2.072.01.080.02 - FD:FINAL DESIGN-DP2 [35CPT5441233.CPT5441233]: FAMIS: \$26,268,511 COST REPORT: \$26,220,609 COST TRANSFER: \$47,902 to 1.3.072.01.080.04 - FD:FINAL DESIGN-DP2 [35CPT5441233.CPT5441233]
51	1.2.073.01.080.02 - FD:FINAL DESIGN-DP3 [35CPT5441236.CPT5441236]: FAMIS: \$11,502,372 COST REPORT: \$11,432,312 COST TRANSFER: \$70,060 to 1.3.073.01.080.04 - CM: DP3 [35CPT5441236.CPT5441236]
Phase 3 Construction Phase	

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52	1.3.021.01.080.03 - ARTS:CTYCO-ARTS COMMISSION [357909ART001.CPT5441227]: FAMIS: \$1,525,982 Cost Report: \$1,425,167 1.2.021.01.080.03 Cost Transfer: any future costs to 1.3.021.01.080.03
53	In January 2017 Report, revised SCC Code from 1.2.032.02.080.02 -1424J-BOE LABOR [PWE1X5MPFUNA.CPT544112B112] to 1.3.032.06.080.04 to correct incorrect SCC assignment for DPW support to construction phase.
54	In January 2017 Report, revised SCC Code from 1.2.032.02.080.02 -1424J-BOE LABOR [PWE1X5MPFUNA.CPT544112C112] to 1.3.032.06.080.04 to correct incorrect SCC assignment for DPW support to construction phase.
55	In January 2017 Report, revised SCC Code from 1.2.032.02.080.02 -1424J-BOE LABOR [PWE1X5MPFUNA.CPT544112D112] to 1.3.032.06.080.04 to correct incorrect SCC assignment for DPW support to construction phase.
56	In January 2017 Report, revised SCC Code from 1.2.032.02.080.02 -1424J-BOE LABOR [PWE1X5MPFUNA.CPT544112E112] to 1.3.032.06.080.04 to correct incorrect SCC assignment for DPW support to construction phase.
57	In January 2017 Report, revised SCC Code from 1.2.032.02.080.02 -1424J-BOE LABOR [PWE1X5MPFUNA.CPT544112F112] to 1.3.032.06.080.04 to correct incorrect SCC assignment for DPW support to construction phase.
58	In January 2017 Report, revised SCC Code from 1.2.032.02.080.02 -1424J-BOE LABOR [PWE1X5MPFUNA.CPT544112G112] to 1.3.032.06.080.04 to correct incorrect SCC assignment for DPW support to construction phase.
59	1.3.055.01.080.02 - FD:ODCs - 651 BRANNAN STREET [35CPT5441241.CPT5441241]: FAMIS: \$2,294,910 Cost Report: \$2,294,910 1.2.055.01.080.02 - FD:ODCs - 651 BRANNAN STREET [35CPT5441241.CPT5441241] Cost Transfer: Future costs to be allocated to 1.3.055.01.080.02
60	1.3.063.01.080.03 - AECOM.CS149 OM-EPC JV CS149-PM [68CPT544133D.CPT544133D]: FAMIS: \$4,698,167 Cost Report: \$4,698,167 on 1.2.063.01.080.03 Cost Transfer: Future costs to 1.3.063.01.080.03 - AECOM.CS149 OM-EPC JV CS149-PM [68CPT544133D.CPT544133D]
61	In February 2017, transferred \$1,060,000 from programs unallocated contingency to initiate CN1300 JOB READINESS contracts, (cost account code 1.3.064.06.040.08). A deductive Construction Modification to CN1300 will process.
62	Used \$500K program contingency for CS-175 Bayland Soil Process contract. Refer to Report Notes #20.
63	1.3.071.01.080.04 - FD:FINAL DESIGN-DP1 [35CPT5441232.CPT5441232]: FAMIS: \$5,608,147 Cost Report: \$5,469,336 Cost Transfer: \$138,811 to 1.3.071.01.080.04 - FD:FINAL DESIGN-DP1 [35CPT5441232.CPT5441232]
64	1.3.072.01.080.04 - FD:FINAL DESIGN-DP2 [35CPT5441233.CPT5441233]: FAMIS: \$26,268,511 COST REPORT: \$26,220,609 COST TRANSFER: \$47,902 to 1.3.072.01.080.04 - FD:FINAL DESIGN-DP2 [35CPT5441233.CPT5441233]

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65	Contract 1251 Final cost is \$20,794,582.
66	In March 2016, July 2016 and October 2016, contract 1252 modifications budget and actuals have been realigned and adjusted to reflect actuals costs.
67	In March 2016, July 2016 and October 2016, contract 1252 modifications budget and actuals have been realigned and adjusted to reflect actuals costs.
68	Revised Contract 1252 allocated contingency SCC code from 040.08 to 010.07.
69	In July 2015 Report, used Contract 1300 Contractor schedule to report budget and actual cost. The Standard Cost Categories (SCC) allocation changed from previous reports. In August 2015 Report, adjusted some of Contract 1300 Contractor SCC assignment to match most of previous SCC assignment. In March 2016, \$75,000 Cmod#6 subtracted from CN1300 Stations contingency (using CPT718 funding) and transferred to Program contingency; this lead to the total CN1300 Station budget being lowered. In September 2020, received \$22,708,106 from local funds and added to CN1300 Station budget thus resulted it in being increased.
69a	In August 2020, based on Tutor's PP#82, there was a total of \$5,371,820 of costs that was not associated with bid item or cmod. Based on Tutor's spreadsheet, our CM team spread it across the four stations and attributed UMS with \$1,886,753 and having it sit in cost center 1.3.088.84.040.07.
70	Revised Contract 1300/UMS allocated contingency SCC code from 040.08 to 020.03.
71	In March 2016 Report, reduced Contract 1252 contingency by \$377,435 cost to reflect certification of five CMODS.
71a	In August 2020, based on Tutor's PP#82, there was a total of \$5,371,820 of costs that was not associated with bid item or cmod. Based on Tutor's spreadsheet, our CM team spread it across the four stations and attributed CTS with \$1,419,413 and having it sit in cost center 1.3.088.85.050.05.
72	Revised Contract 1300/CTS allocated contingency SCC code from 040.08 to 020.03.
73	Negative Current or Prior Monthly expenditure is due to replenish allowance expenses by approved Contract Modifications.
73a	In August 2020, based on Tutor's PP#82, there was a total of \$5,371,820 of costs that was not associated with bid item or cmod. Based on Tutor's spreadsheet, our CM team spread it across the four stations and attributed YBM with \$1,090,286 and having it sit in cost center 1.3.088.86.050.05.
74	Revised Contract 1300/YBM allocated contingency SCC code from 040.08 to 020.03.
74a	In August 2020, based on Tutor's PP#82, there was a total of \$5,371,820 of costs that was not associated with bid item or cmod. Based on Tutor's spreadsheet, our CM team spread it across the four stations and attributed STS with \$975,368 and having it sit in cost center 1.3.088.89.040.07.
75	Revised Contract 1300/STS allocated contingency SCC code from 040.08 to 020.01.
75a	In August 2019 Report, reallocated and aligned SCC 80 Professional Services category budget by \$2,956,812 due to additional costs; cost was transferred from construction management allocated contingency.
76	Revised Form B Reimbursements SCC code from 900.01 to 040.02
77	Revised Form B Reimbursements SCC code from 900.01 to 040.02
78	Revised Form B Reimbursements SCC code from 900.01 to 040.02
79	Revised Form B Reimbursements SCC code from 900.01 to 040.02
80	Revised Form B Reimbursements SCC code from 900.01 to 040.02
81	Revised Form B Reimbursements SCC code from 900.01 to 040.02
82	Revised Form B Reimbursements SCC code from 900.01 to 040.02
83	Revised Form B Reimbursements SCC code from 900.01 to 040.02

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84	<p>Increase Program contingency \$1,023,508. Refer to Report Notes #11 and #12. In April 2015 report, program contingency decreased by \$500,000. Refer to Report Notes #20. In August 2015 report, release \$15M CN1252 Tunnel assigned contingency to program unallocated contingency. In March 2016 report, program unallocated contingency increased by \$230,468. In August 2016, released \$20M to CN1300 Construction assigned contingency from program unallocated contingency. In February 2017, used \$1,060,000 for CN1300 Job Readiness Program from unallocated contingency, refer to Note 30. Also, released \$5,265,478 assigned real estate contingency to program unallocated contingency, refer to Note 27. In July 2018 report, used \$2,263,498 to fund SCC 80 Professional Services category regarding matters related to stations from program unallocated contingency. In December 2018, moved \$11,987,900 from CN1252 and LRV contingency to program unallocated contingency. In March 2019, added \$18,036,709 from taking out the ATCS from Tutor contract. The budget transfer was used to create a stand alone line for ATCS work in 50.01 under Thales. In August 2019, used \$4,841,950 from program unallocated contingency to create CSP Radio Design, CSP Radio Cable, and CSP Radio Procurement in SCC 50 Systems category. Waiting for a contract modification to readjust the borrowed contingency from unprogrammed contingency. In August 2020, used \$5.25M of unprogrammed contingency to create AECOM 2020 AWP \$4.5M and AECOM 2020 ODC \$750K. In September 2020, received \$22,708,106 in funding from local funds and re-aligned the allocated contingency so that it would decrease from \$76M in Aug to \$53M in Sep. In October 2020, used \$32M of unprogrammed contingency to increase the contingencies for CN1300 CTS, YBM and STS station; increased AECOM 2020 AWP & ODC by \$6M; increased CS 155.2 by \$3,728,919 and added \$20,265,846 to unprogrammed contingency. In November 2020, used \$13,000,000 from unprogrammed contingency to increase STS station contingency; increased a1266-2 atcs implementation budget by \$896,645 due to cmods 2 and 3; realigned the budgets for project management, construction management; added additional \$2M for CS 149 AWP and ODC; thus unprogrammed contingency was reduced by \$20,896,645.</p>
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From: [Chu, Carmen \(ASR\)](#)
To: [Calvillo, Angela \(BOS\)](#)
Cc: [Breed, Mayor London \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [GIVNER, JON \(CAT\)](#); [Legg, Douglas \(ASR\)](#); [Cukierman, Rachel \(ASR\)](#); [Chu, Carmen \(ADM\)](#); [Cretan, Jeff \(MYR\)](#); [Po, Vivian \(ASR\)](#); [Bukowski, Kenneth \(ADM\)](#); [Johnston, Jennifer \(ADM\)](#)
Subject: Assessor Resignation - Effective February 2, 2021
Date: Monday, February 1, 2021 7:32:04 PM
Attachments: [ResignationLetter_Assessor_FINAL_Feb12021.pdf](#)

Ms. Calvillo,

It has been a pleasure working with you in my role as Assessor. Please find attached my letter of resignation effective February 2, 2021. Thank you again for your partnership in serving the taxpayers of San Francisco.

Carmen Chu

San Francisco Assessor

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CARMEN CHU
ASSESSOR-RECORDER



SAN FRANCISCO
OFFICE OF THE ASSESSOR-RECORDER

February 1, 2021

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

Dear Ms. Calvillo,

As of February 2nd, 2021, I will vacate my position as Assessor-Recorder for the City and County of San Francisco to assume the role of San Francisco City Administrator. I thank the voters of San Francisco for their confidence in electing me three times to serve in this capacity. It has been an honor and privilege to lead an organization that is responsible for over \$3 billion in annual revenues which the City depends upon to provide critical local services and public education.

While we may never feel that our work is complete, I leave the role of Assessor-Recorder knowing that our office has made a meaningful impact on the day-to-day lives of San Franciscans. Over the last eight years, my team and I have reversed a decades old backlog of assessments and appeals, cut down on wait times for current assessments and have increased access to services and data online at every turn, earning us the prestigious 2020 Good Government Award, an honor recognizing excellence in public sector management and stewardship. Total assessments increased 74% from \$173 billion to \$302 billion, in-progress lien date value rose to \$11 billion in 2018 compared to \$500 million in 2014, and roughly \$40 million in underreported transfer taxes was recovered from our audit initiative focused on high value transactions. Collectively, these actions have resulted in over half a billion dollars in property tax revenues above forecasts, \$2.6 billion in increased bonding capacity for road repairs and needed public infrastructure improvements and \$545 million in ERAF dollars returned to San Francisco by the State in 2018 and 2019.

I also leave the role of Assessor-Recorder knowing that the office is in a better place. During my term, we focused on strengthening our core operations by investing in people and in the tools needed to get the job done. Our track record of progress includes creating a standards division to ensure uniform practices, training and data, providing professional career growth opportunities through appraiser trainees programs, deploying automated real-time data reports to increase transparency and improve management, launching a centralized property records system that improves security of vital records and efficiency for staff, revamping our mapping functions and advancing towards GIS spatial mapping capabilities, implementing a new public records system that improves access and reduces costs for taxpayers, providing secure electronic recording and filing services, and just last week, we went live with the first phase of SMART, an initiative to overhaul the City's legacy property tax system to improve resilience, reduce inefficiencies and revenue risk and provide critical audit controls and safeguards.

Embedded in these operational improvements is an unrelenting commitment to serving the public good and to ensuring that government services are accessible, especially to low income and marginalized communities. As this past year has taught us, the push for equity must be constant. In my first year as Assessor-Recorder, San Francisco was the only County Recorder's office in the State to remain open the entire weekend when California first resumed same-sex marriages. We made sure 479 couples did not have to wait a minute longer for the same rights to marry. In 2018, we continued advancing these principles by drafting and advocated for the passage of AB2663 which ensures locally registered domestic partnerships receive the same property tax benefits as married couples.

We have also prioritized services for low-income and monolingual communities. Among the programs I am most proud of is our signature Family Wealth Forum. Bringing together non-profit partners, attorneys, and estate planning and taxation professionals, the Family Wealth Forum has provided direct one-on-one financial counseling or assistance for over 3,000 families! In addition, a redesigned public website, multilingual factsheets and videos, and re-imagined public service lobby with multilingual kiosks demonstrate our commitment to serve everyone coming through our doors, including those with language challenges.

Finally, I want to recognize my team at the Office of the Assessor-Recorder. This letter memorializes their vast and outsized contributions to the City and County of San Francisco, and I offer my heartfelt appreciation for their partnership and for continuing to carry on the important work of the office. If as of February 2, 2021, my successor has not been appointed and assumed office in accordance with the City Charter, and to ensure a seamless transition, consistent with California Government Code section 24105, I designate Mr. Douglas Legg to continue to serve as Deputy Director of Operations and have all of the authority and be subject to all of the obligations and penalties as the Assessor-Recorder during the period from when I vacate the role of Assessor-Recorder until my successor assumes the office. The Charter does not specify a successor in the event the Assessor-Recorder is absent or unavailable.

Again, I thank the people of the City and County of San Francisco for the opportunity to serve. Public service is truly a privilege and I look forward to continuing that public service as San Francisco City Administrator.

Sincerely,



Carmen Chu
San Francisco Assessor-Recorder

cc: Mayor London Breed
cc: City Attorney Dennis Herrera

From: [Hosmon, Kiely \(BOS\)](#)
To: [Breed, Mayor London \(MYR\)](#); [BOS-Supervisors](#)
Cc: [Calvillo, Angela \(BOS\)](#); [BOS-Legislative Aides](#); [Jones, De'Anthony \(MYR\)](#); [Peacock, Rebecca \(MYR\)](#); [Kittler, Sophia \(MYR\)](#); [Lam, Jenny \(MYR\)](#); [Truong, Austin \(BOS\)](#); [Estrada, Itzel \(BOS\)](#); [Hosmon, Kiely \(BOS\)](#)
Subject: Biannual Youth Commission Report + Budget Priorities 2020-2021
Date: Friday, January 29, 2021 11:33:18 AM
Attachments: [Youth Commission Biannual Report 2020-2021.pdf](#)
[2021-AL-02 Resolution Omnibus Preliminary Budget Priorities.pdf](#)
[YC budget save the date \(IG\).png](#)

YOUTH COMMISSION MEMORANDUM

TO: Honorable Mayor London Breed
Honorable Members, Board of Supervisors

CC: Angela Calvillo, Clerk of the Board
Legislative Aides, Board of Supervisors
De'Anthony Jones, Neighborhood Services Liaison, Mayor's Office
Rebecca Peacock, Mayor's Government Affairs Team support
Sophia Kittler, Mayor's Liaison to the Board of Supervisors
Jenny Lam, Mayor's Education Advisor

FROM: Youth Commission Staff
Kiely Hosmon, Director
Austin Truong, Community Partnerships Specialist
Itzel Estrada, Youth Development Specialist

DATE: Friday, January 29, 2021

RE: **Biannual Youth Commission Report + Budget Priorities
Fiscal Year 2020-2021**

ATT: 2020-21 Youth Commission Business; YC Budget; YC Outreach & Other Updates

This memo is to update you on Youth Commission (YC) business during the first half of the current fiscal year.

As we continue to shelter-in-place, the Youth Commission remains committed to its chartered duties by advising the Mayor and the BOS on the unmet needs of youth in SF. Below you will find a breakdown of what the Youth Commission is working on, how they have been advising on legislation and issues impacting young people, and how they are still staying connected to their constituents.

Youth Commissioners are engaged in budget season and will continue to present to Department Commissions in the upcoming weeks. **We cordially invite you to a [Youth Budget Town Hall](#), on Monday, February 8th at 5:30pm**, where the Commission will take

feedback from this hearing and incorporate it into their presentation to the BOS Budget and Appropriations Committee.

On January 4th, the Youth Commission passed their [Omnibus Youth Commission Preliminary Budget Priorities - Priority Programs Resolution](#) and had the honor of this meeting drawn by local artist Todd Berman, which was then [published in Mission Local](#).

2020-21 Youth Commission Business

Since September 14, 2020 the Youth Commission has met 10 times as a full body and each of its standing committees have met at least seven times.

Legislative Work

The full commission has received presentations from the following City departments:

- Department of Public Health
- Our Children Our Families Council
- Department of Police Accountability
- Port of San Francisco

The commission has provided the Mayor and the Board of Supervisors, as mandated under SEC 4.124 of the Charter, with “comment and recommendation” on youth-related legislation affecting the children and youth of San Francisco by:

- Taking no position on BOS File No. 201187 [Administrative Code - Safe Sleeping Sites Program] ([PDF](#))
- Supporting BOS File No. 201227 [Urging a Just Transition to a Fossil Fuel-Free Future for California] ([PDF](#))
- Supporting BOS File No. 201234 [Hearing - Committee of the Whole - Shelter-in-Place Rehousing and Site Demobilization Plan] ([PDF](#))
- Supporting BOS File No. 201185 [Administrative Code - Permanent Supportive Housing - Rent Contribution Standard] ([PDF](#))
- Supporting BOS File No. 201263 [Administrative Code - Guaranteed Income Advisory Group] ([PDF](#))
- Opposing BOS File No. 201273 [Hearing - Meet and Confer Obligations with the Police Officers Association] ([PDF](#))

Per Youth Commission bylaws, the Youth Commission also creates its own legislation via resolutions and motions as supplementary ways to advise the Mayor and BOS. The Youth Commission wrote the following pieces of legislation:

- Sugary Drinks Distributor Tax Advisory Committee Youth Seat Appointment ([PDF](#))
- Post-Election Anti-Complacency Statement ([PDF](#))
- Potrero Yard Modernization Project - Youth Transportation Benefits and Youth Supportive Housing ([PDF](#))
- Omnibus Youth Commission Preliminary Budget Priorities - Priority Programs Resolution ([PDF](#))

Youth Commission Issue-based Committee Work

The Executive Committee was elected by the commissioners to provide support and leadership to the entire Youth Commission. Additionally, the commission is home to three issue-based standing committees, where Youth Commissioners meet regularly and do research on specific policy areas. In the past four months, committees have identified committee goals, continue to explore priorities, and research youth policies and data. Please see below for a catalogue of the issues about which the commissioners will likely approach your offices' as the term continues to unfold.

- *Transformative Justice Committee*

Transformative Justice committee is focused on alternatives to incarceration and community invested solutions. In midst of learning and tracking proposed city reforms, commissioners have been learning more about out of county and local community alternatives that focus on healing and community care. On that end, Commissioners have been partaking in HRC's alternative to policing meetings, giving feedback to the Alternatives to Sheriff's (DPH must Divest) Campaign, collaborating with SF Bicycle Coalition on their alternatives to traffic enforcement in D6 Youth Focus Group, and meeting with the District Attorney's office. Additionally, commissioners have been part of 2 DPA outreach panels to share more of their work and have collaborated with DPA on their Know Your Rights cards and pamphlets and are awaiting pending changes. Commissioners had their first preliminary budget presentation to the Police Commission on Wednesday Jan 13, 2021.

- *Civic Engagement Committee*

The Civic Engagement Committee focused on getting Vote16SF (expanding voting rights to 16 & 17 year olds in SF) on the ballot a second time and worked with former Supervisor Norman Yee to sponsor what became Prop G on the November 2020 ballot. The CEC disbanded during the campaign to work on it as volunteers and have now reengaged as the CEC again. Even though it lost by roughly 1% (an improvement from the 3% loss from Prop F in 2016) the Commissioners are not discouraged and are already planning a third Vote16SF campaign. CEC continue to work with the Vote16SF campaign committee and will be conducting a poll to see why voters did not favor it this year and will use results to strategize for the next round.

- *Housing and Land Use Committee*

The Housing and Land Use committee is focused on their continued advocacy for youth homelessness and equitable transportation. Commissioners have tracked and lobbied legislation that doesn't support the Mayor's housing goal and for services that protect the most vulnerable on the streets, including the consistent tracking for the TAY NAV Center on 888 Post St. Commissioners engage and communicate with several service providers across the City to inform their Housing budget recommendations. In terms of transportation, commissioners are continuing their advocacy to include free Muni for transitional aged youth and work with SFMTA to roll out the 29 Sunset Improvement Plan. Furthermore, commissioners have authored resolutions to support the use of public land for affordable housing and the redesign of the Potrero Yard Project.

Outreach & Programmatic Work

The commission has “elicit[ed] the interest, support, and mutual cooperation of private groups”, as mandated under SEC 4.124 (c) of the Charter by receiving presentations from:

- SF Budget Justice Coalition
- Coleman Advocates for Children and Youth
- SF Transit Riders
- Boys & Girls Club of SF
- Defund SFPD Now
- Mental Health Association of SF
- #30RightNow Coalition

Given COVID19 and shelter in place orders: Community Engagement and Outreach have been limited to 1 in-person tabling event in District 5 Hayes Valley outreach, 4 virtual informational sessions. Social media activity has intensified with Instagram as the primary method of communication - it has grown by 200+ followers as it's the main way of disseminating resources, communicating with constituents about YC activities, and staying plugged in with what's happening. YC facebook and Twitter accounts receive a decent amount of likes and attention but the visual aids on Instagram have been more easily received by young folks up to 30 years old.

San Francisco Youth Commission – A “Blue Ribbon” Example of Expertise

Youth Commission staff are experts in youth development, youth leadership, and youth-led policy best practices and it shows with the support Youth Commissioners receive. Every year, dozens of people, agencies, departments, and various cities, counties, states, and countries reach out to Youth Commission staff and Commissioners for technical assistance on how to create such effective youth led policy bodies.

Since sheltering-in-place, YC staff have provided technical assistance to numerous requests for support in creating bodies like the SF Youth Commission:

- 3 SF City Departments: SFMTA, DPH, SF Planning
- SFUSD School Health Programs
- Los Angeles Youth Commission
- The city of Novato
- The city of San Marino
- The city of Chicago
- Hawaii: both the state and the City of Honolulu
- A local philanthropy foundation

Youth Commissioners thank you very much for your commitment to SF youth.

Save the Date! The Youth Commission is hosting a special virtual Youth Budget Town Hall on Monday, February 8th at 5pm

Kiely Hosmon, M.A.

Director

San Francisco Youth Commission

Office: 415.554.6464 | Fax: 415.554.6140

Pronouns Used: she & her

Visit the official [Youth Commission site](#) and [YC facebook](#) page.
Sign up for [our newsletter](#).

Complete a Board of Supervisors [Customer Satisfaction form](#).

1 [Omnibus Youth Commission Preliminary Budget Priorities - Priority Programs]

2
3 **Resolution urging the allocation of funding for various youth-related programs in the**
4 **Mayor’s Proposed Budget of the City and County of San Francisco for FY 2021-2022**
5 **and FY 2022-2023, and urging the Department of Elections, the Board of Supervisors,**
6 **the Department of Children, Youth, and their Families, the Adult Probation Department,**
7 **the Department of Police Accountability, the Department of Public Health, the**
8 **Department of Homelessness and Supportive Housing, the Department of Juvenile**
9 **Probation, the Office of Economic and Workforce Development, the San Francisco**
10 **District Attorney’s Office, the San Francisco Police Department, the San Francisco**
11 **Municipal Transportation Agency, the San Francisco County Transportation Authority,**
12 **and various other departments to request funding for such programs in the submission**
13 **of their department budgets.**

14
15 WHEREAS, The City and County of San Francisco (“the City”) operates on a two-year
16 budget cycle, with the elaboration of department budgets beginning every year in December
17 with the issuance of budget directions to departments by the Mayor’s Office and the
18 Controller’s Office, and the final budget being signed in August; and

19 WHEREAS, The Youth Commission is charged by the Charter to report on its Budget
20 and Policy Priorities (“BPPs”) for youth to the Board of Supervisors (“BOS”) every year for
21 consideration during the budget process, usually at a date in the months of April or May; and

22 WHEREAS, The Youth Commission’s BPPs consist of recommendations for
23 consideration by the BOS during the budget process, detailing the policy merits of a wide
24 range of programs and policies and making sophisticated recommendations for action by the
25 BOS, both budget-related and policy-oriented; and

1 WHEREAS, However, in order to represent the interests of youth during the elaboration
2 of department budgets and the Mayor’s Proposed Budget, the Youth Commission has
3 prepared this Omnibus Preliminary Resolution enumerating the youth-related programs that
4 the Youth Commission recommends to be funded in FY 2021-2022 and FY 2022-2023; and

5 WHEREAS, This Resolution has been considered by the three policy committees of the
6 Youth Commission which, in conjunction with the Youth Commission’s Executive Committee,
7 have heard from community members and organizations, as well as City departments, and
8 have ensuingly formulated recommendations for various youth-related programs that they
9 wish to see funded in the upcoming budget season; now, therefore, be it

10 RESOLVED, That, following the recommendation of its Civic Engagement Committee,
11 the Youth Commission urges the Department of Elections to continue to include funding in its
12 budget for FY 2021-2022 and FY 2022-2023 for youth voter outreach and voter pre-
13 registration of 16- and 17-year-olds; and, be it

14 FURTHER RESOLVED, That, following recommendation of its Civic Engagement
15 Committee, the Youth Commission urges the BOS to support a potential Charter Amendment
16 to expand the voting population to citizen and/or non-citizen 16- and 17-year-olds in San
17 Francisco Board of Education and/or municipal elections while ensuring confidentiality and
18 their safety; and, be it

19 FURTHER RESOLVED, That, following recommendation of its Civic Engagement
20 Committee, the Youth Commission urges the Department of Children, Youth, and their
21 Families (“DCYF”) to include funding in its budget for FY 2021-2022 and FY 2022-2023 to
22 implement fee waivers for California ID and Driver’s License applications at the California
23 Department of Motor Vehicles; and, be it

24 FURTHER RESOLVED, That, following the recommendation of its Transformative
25 Justice Committee, the Youth Commission urges the Adult Probation Department (“APD”) to

1 increase funding in its budget for FY 2021-2022 and FY 2022-2023 for re-entry programs and
2 services that support youths' basic physical, mental, social-emotional, and educational needs,
3 such as the Interrupt, Predict, and Organize program for young adults, with a focus on
4 employment resources, daycare, mental health and counseling support, housing navigation
5 services, and educational resources; and, be it,

6 FURTHER RESOLVED, That, following the recommendation of its Transformative
7 Justice Committee, the Youth Commission urges APD to propose funding in its budget for FY
8 2021-2022 and FY 2022-2023 to maintain and expand the Young Adult Court and
9 compensate the Transitional-Aged Youth ("TAY") seat on the Re-entry Council; and, be it

10 FURTHER RESOLVED, That, following the recommendation of its Transformative
11 Justice Committee, the Youth Commission urges DCYF to propose funding in its budget for
12 FY 2021-2022 and FY 2022-2023 for socially distanced food and Personal Protective
13 Equipment ("PPE") distribution, programming and educational services for COVID-19
14 community pods, health and mental health care, substance use support, and other wrap-
15 around services, particularly targeting youth, caregivers, and families who have had contact
16 with the justice system; and, be it

17 FURTHER RESOLVED, That, following the recommendation of its Transformative
18 Justice Committee, the Youth Commission urges DCYF to increase funding in its budget for
19 FY 2021-2022 and FY 2022-2023 for justice programs that support leadership skill-building
20 and workforce development, particularly targeting children, women, caregivers, and families
21 who have had contact with the justice system; and, be it

22 FURTHER RESOLVED, That, following the recommendation of its Transformative
23 Justice Committee, the Youth Commission urges the Department of Police Accountability to
24 increase funding in its budget for FY 2021-2022 and FY 2022-2023 for programs to increase
25

1 community visibility and outreach on Know Your Rights trainings for youth and youth service
2 providers; and, be it

3 FURTHER RESOLVED, That, following the recommendation of its Transformative
4 Justice Committee, the Youth Commission urges the Department of Public Health (“DPH”) to
5 propose funding in its budget for FY 2021-2022 and FY 2022-2023 for COVID-19 pandemic
6 relief and programming for food insecurity and PPE distribution particularly targeting youth,
7 caregivers, and families who have had contact with the justice system and frontline essential
8 and agricultural workers; and, be it

9 FURTHER RESOLVED, That, following the recommendation of its Transformative
10 Justice Committee, the Youth Commission urges DPH to eliminate all funding for the Sheriff’s
11 Department in its budget for FY 2021-2022 and FY 2022-2023 and reallocate all funds that
12 are saved by such cuts to expanded nurse staffing, trauma-informed security, Behavioral
13 Emergency Response Team expansion, patient advocates, DPH Community Leadership
14 Board (“CLB”) projects, community-based de-escalation and trauma-informed care training,
15 additional discharge needs, and CLB salaries, as specified in the DPH Must Divest Coalition’s
16 Alternatives to Sheriffs Proposal, along with funding for language access in respect to patient
17 care and navigation of services; and, be it

18 FURTHER RESOLVED, That, following the recommendation of its Transformative
19 Justice Committee, the Youth Commission urges DPH to include funding in its budget for FY
20 2021-2022 and FY 2022-2023 to add a compensated seat for youth and TAY patients on the
21 CLB and ensure that undocumented patients receiving care are included and compensated
22 on the CLB; and, be it

23 FURTHER RESOLVED, That, following the recommendation of its Transformative
24 Justice Committee, the Youth Commission urges the Department of Homelessness and
25 Supportive Housing (“HSH”) to propose funding in its budget for FY 2021-2022 and FY 2022-

1 2023 sufficient to create and maintain a minimum of 100 units of permanent supportive
2 housing for girl shelters to avoid out of county placements after contact with the juvenile
3 justice system; and, be it

4 FURTHER RESOLVED, That, following the recommendation of its Transformative
5 Justice Committee, the Youth Commission urges HSH to propose funding in its budget for FY
6 2021-2022 and FY 2022-2023 for permanent supportive housing options and wrap-around
7 services for unhoused community members and youth with experiences in the criminal and
8 juvenile justice system; and, be it

9 FURTHER RESOLVED, That, following the recommendation of its Transformative
10 Justice Committee, the Youth Commission urges the Juvenile Probation Department (“JPD”)
11 to collaborate with other agencies and community-based organizations to propose funding in
12 its budget for FY 2021-2022 and FY 2022-2023 for COVID-19 testing and screening
13 measures, gender-specific programming, employment resources, rehabilitative and
14 educational programs, mental health and counseling, after-detention rehabilitation and healing
15 support and services, and community-based programs for youth and families; and, be it

16 FURTHER RESOLVED, That, following the recommendation of its Transformative
17 Justice Committee, the Youth Commission urges JPD to collaborate with other agencies and
18 community-based organizations to propose funding in its budget for FY 2021-2022 and FY
19 2022-2023 for alternatives to incarceration and the release of young people to local
20 jurisdictions and/or community support hubs due to current COVID-19 conditions, given that
21 California’s state youth correctional system, the Division of Juvenile Justice, has failed to
22 respond sufficiently to the COVID-19 pandemic and its effects on youths’ safety; and, be it

23 FURTHER RESOLVED, That, following the recommendation of its Transformative
24 Justice Committee, the Youth Commission urges the Office of Economic and Workforce
25 Development (“OEWD”) to collaborate with other agencies and community-based

1 organizations to propose funding in its budget for FY 2021-2022 and FY 2022-2023 for
2 business entrepreneurship investment funds and mentorship resources for youth previously
3 involved in the criminal and juvenile justice system; and, be it

4 FURTHER RESOLVED, That, following the recommendation of its Transformative
5 Justice Committee, the Youth Commission urges the San Francisco District Attorney’s Office
6 to propose funding in its budget for FY 2021-2022 and FY 2022-2023 for alternatives to
7 incarceration that center community health and safety, such as language capacity advocates,
8 advanced legal support for undocumented individuals and TAY, victims’ rights advocates,
9 wrap-around services including but not limited to safety planning, relocation assistance, and
10 restorative justice support, and decarceration and early release initiatives, especially in light of
11 COVID-19; and, be it

12 FURTHER RESOLVED, That, following the recommendation of its Transformative
13 Justice Committee, the Youth Commission urges the San Francisco Police Department
14 (“SFPD”) to propose funding in its budget for FY 2021-2022 and FY 2022-2023 for mandatory
15 in-depth youth and TAY rights training that incorporates youth brain development through an
16 equity and trauma-informed lens; and, be it

17 FURTHER RESOLVED, That, following the recommendation of its Transformative
18 Justice Committee, the Youth Commission urges SFPD to propose funding in its budget for
19 FY 2021-2022 and FY 2022-2023 for Know Your Rights trainings and community advisory
20 workgroups to have in-depth community engagement and feedback, in the interest of fostering
21 more positive and fair interactions between law enforcement and youth, in which both parties
22 are aware of their rights and responsibilities; and, be it

23 FURTHER RESOLVED, That, following the recommendation of its Transformative
24 Justice Committee, the Youth Commission urges SFPD to propose funding in its budget for
25 FY 2021-2022 and FY 2022-2023 for redistribution to youth who have experienced harm from

1 contact with the justice system, and for community advisory workgroups to have in-depth
2 community engagement and feedback on the reinvestment of funds; and, be it

3 FURTHER RESOLVED, That, following the recommendation of its Transformative
4 Justice Committee, the Youth Commission urges the Mayor and BOS to cut the SFPD budget
5 for FY 2021-2022 and FY 2022-2023 by a minimum of 50% relative to the SFPD budget for
6 FY 2020-2021 and reallocate funds to programs outside of the SFPD that provide public
7 safety in a non-carceral, care-centered manner, including, but not limited to additional mental
8 health first responders and unarmed de-escalation specialists; and, be it

9 FURTHER RESOLVED, That, following the recommendation of its Transformative
10 Justice Committee, the Youth Commission urges the Mayor and BOS to allocate 50% of all
11 funds cut from the SFPD budget in FY 2021-2022 and FY 2022-2023 to a “Community and
12 People’s Budget” in which a percentage is set aside for social and community-centered
13 services such as mental health services, community and City programs for youth employment
14 including undocumented and previously incarcerated youth, and housing for the communities
15 most impacted by violence and incarceration; and, be it

16 FURTHER RESOLVED, That, following the recommendation of its Transformative
17 Justice Committee, the Youth Commission urges the Mayor and BOS to allocate 20% of all
18 funds cut from the SFPD budget in FY 2021-2022 and FY 2022-2023 to hire social workers
19 and trauma-informed counselors to aid victims of sexual misconduct; and, be it

20 FURTHER RESOLVED, That, following the recommendation of its Transformative
21 Justice Committee, the Youth Commission urges the Mayor and BOS to allocate 30% of all
22 funds cut from the SFPD budget in FY 2021-2022 and FY 2022-2023 to San Francisco
23 Unified School District (“SFUSD”) schools and Wellness Centers to hire mental health
24 professionals, with an equitable focus for schools with a high percentage of Black and Latinx
25

1 youth in order to ensure they are equipped with the physical, mental, emotional and
2 communal tools to thrive beyond their education; and, be it

3 FURTHER RESOLVED, That, following the recommendation of its Housing and Land
4 Use Committee, the Youth Commission urges HSH to propose funding in its budget for FY
5 2021-2022 and FY 2022-2023 sufficient to create and maintain a minimum of 400 units of
6 permanent supportive housing for TAY; and, be it

7 FURTHER RESOLVED, That, following the recommendation of its Housing and Land
8 Use Committee, the Youth Commission urges HSH to propose funding in its budget for FY
9 2021-2022 and FY 2022-2023 to ensure that TAY-specific services are being provided at Safe
10 Sleeping Sites and Shelter-In-Place hotels; and, be it

11 FURTHER RESOLVED, That, following the recommendation of its Housing and Land
12 Use Committee, the Youth Commission urges HSH, OEWD, DCYF, and DPH to propose
13 funding in their budgets for FY 2021-2022 and FY 2022-2023 for mental health and substance
14 use treatment and counseling programs, particularly targeting TAY experiencing
15 homelessness or living in supportive housing; and, be it

16 FURTHER RESOLVED, That, following the recommendation of its Housing and Land
17 Use Committee, the Youth Commission urges HSH to continue funding in its budget for FY
18 2021-2022 and FY 2022-2023 for equipping TAY experiencing homelessness with first-aid
19 survival resources, and for increased support services for nutritional food, laundry, and
20 transportation for that population; and, be it

21 FURTHER RESOLVED, That, following the recommendation of its Housing and Land
22 Use Committee, the Youth Commission urges HSH, DCYF, and other relevant departments to
23 propose funding in their budgets for FY 2021-2022 and FY 2022-2023 for increased
24 technological support for TAY, including, but not limited to, access to adequate technology
25

1 and internet access and/or resources for internet saving-programs for TAY experiencing
2 homelessness in permanent supportive housing and Transitional Living Programs; and, be it
3 FURTHER RESOLVED, That, following the recommendation of its Housing and Land
4 Use Committee, the Youth Commission urges HSH to collaborate with other agencies and
5 community-based organizations to continue increasing funding in its budget for FY 2021-2022
6 and FY 2022-2023 for employment training for TAY, programs for life training and job
7 readiness for TAY, financial support for education resources for TAY, and employment
8 programs for TAY during the pandemic-induced economic downturn; and, be it

9 FURTHER RESOLVED, That, following the recommendation of its Housing and Land
10 Use Committee, the Youth Commission urges DCYF to include funding in its budget for FY
11 2021-2022 and FY 2022-2023 for support for General Educational Development (GED) and
12 college matriculation for TAY experiencing homelessness and/or youth who have challenges
13 with remote learning, as well as tutoring services for TAY accessing higher education and
14 attending virtual classes; and, be it

15 FURTHER RESOLVED, That, following the recommendation of its Housing and Land
16 Use Committee, the Youth Commission urges HSH to propose funding in its budget for FY
17 2021-2022 and FY 2022-2023 for more accessible drop-in centers for TAY experiencing
18 homelessness to enter a supportive system, including listening and responding to community
19 concerns about the confusing and non-transparent Coordinated Entry for Youth triage system;
20 and, be it

21 FURTHER RESOLVED, That, following the recommendation of its Housing and Land
22 Use Committee, the Youth Commission urges HSH to include funding in its budget for FY
23 2021-2022 and FY 2022-2023 for greater flexibility with Problem Solving dollars administered
24 through Youth Access Points in the Coordinated Entry system; and, be it
25

1 FURTHER RESOLVED, That, following the recommendation of its Housing and Land
2 Use Committee, the Youth Commission urges HSH to include funding in its budget for FY
3 2021-2022 and FY 2022-2023 to maintain and operate more than one TAY-specific
4 Navigation Center, in districts where there are many youth experiencing homelessness; and,
5 be it

6 FURTHER RESOLVED, That, following the recommendation of its Housing and Land
7 Use Committee, the Youth Commission urges HSH to include funding in its budget for FY
8 2021-2022 and FY 2022-2023 to provide TAY-specific mental health and other supportive
9 services at all TAY-specific Navigation Centers; and, be it

10 FURTHER RESOLVED, That, following the recommendation of its Housing and Land
11 Use Committee, the Youth Commission urges HSH to include funding in its budget for FY
12 2021-2022 and FY 2022-2023 for hazard pay for employees of service providers during
13 COVID-19, given current working situations; and, be it

14 FURTHER RESOLVED, That, following the recommendation of its Housing and Land
15 Use Committee, the Youth Commission urges the San Francisco Municipal Transportation
16 Agency (“SFMTA”) and the San Francisco County Transportation Authority to propose funding
17 in their budgets for FY 2021-2022 and FY 2022-2023 to establish a strategy to build an
18 effective, equitable, and sustainable transportation system for San Francisco youth and
19 students; and, be it

20 FURTHER RESOLVED, That, following the recommendation of its Housing and Land
21 Use Committee, the Youth Commission urges the SFMTA to propose funding in its budget for
22 FY 2021-2022 and FY 2022-2023 for a full-time youth development position to staff the
23 SFMTA Youth Transportation Advisory Board (“YTAB”) and support youth serving on the
24 YTAB; and, be it

25

1 FURTHER RESOLVED, That, following the recommendation of its Housing and Land
2 Use Committee, the Youth Commission urges the SFMTA to propose funding in its budget for
3 FY 2021-2022 and FY 2022-2023 to work collaboratively with SFUSD and City College of San
4 Francisco to enroll all students and youth in the Free Muni for Youth program; and, be it

5 FURTHER RESOLVED, That, following the recommendation of its Housing and Land
6 Use Committee, the Youth Commission urges the SFMTA to propose funding in its budget for
7 FY 2021-2022 and FY 2022-2023 to implement Free Muni for All Youth by eliminating the
8 nominal youth fare up to age 23; and, be it

9 FURTHER RESOLVED, That, following the recommendation of its Housing and Land
10 Use Committee, the Youth Commission urges the SFMTA to increase funding in its budget for
11 FY 2021-2022 and FY 2022-2023 for the 29-Sunset Improvements Project with the view of
12 developing a rapid bus service along the aforementioned line; and, be it

13 FURTHER RESOLVED, That the Youth Commission urges HSH and DPH to apportion
14 funding from the Our City Our Home Fund to services and housing for youth and families
15 experiencing homelessness according to the proportions set out in Section 2810(b) of the
16 Business and Tax Regulations Code, as approved by the voters, and as upheld by the Our
17 City Our Home Oversight Committee in its Immediate Needs Initial Recommendations report
18 from December 15, 2020; and, be it

19 FURTHER RESOLVED, That the Youth Commission urges all departments that
20 contain Boards, Commissions, and other advisory bodies with one or more youth and/or TAY
21 seat(s) to request funding in their budgets for FY 2021-2022 and FY 2022-2023 to provide
22 compensatory stipends for all youth and TAY serving on such Boards, Commissions, and
23 other advisory bodies, within the limits of the law; and, be it

24
25

1 FURTHER RESOLVED, That the Youth Commission urges the BOS to maintain
2 current levels of funding in its budget for FY 2021-2022 and FY 2022-2023 for community
3 outreach by the Youth Commission; and, be it

4 FURTHER RESOLVED, That the Youth Commission urges the BOS to include funding
5 in its budget for FY 2021-2022 and FY 2022-2023 to raise the salary of all Youth Commission
6 staff over 100% AMI to enable the commission to retain long-standing staff with valuable
7 institutional memory; and, be it

8 FINALLY RESOLVED, That the Youth Commission commits to advocating for the
9 passage of a budget for FY 2021-2022 and FY 2022-2023 that reflects the needs of the youth
10 population in San Francisco.

11
12 

13 _____
14 Nora Hylton, Chair
15 Adopted on January 4, 2021
16 2020-2021 San Francisco Youth Commission
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Memorandum

TO: Nora Hylton, Chair (SFYC)
cc: Youth Commission Staff

FROM: Calvin Quick, LAO
(SFYC)

RE: Summary of Preliminary Budget
Recommendations (2021 Season)

DATE: January 4, 2021

IMMEDIATE RESPONSE NEEDED PLEASE REVIEW FYI

Dear Chair and Staff,

Please find attached an updated and finalized summary detailing all preliminary budget-related recommendations adopted by the Youth Commission in YC File No. 2021-AL-02 [Omnibus Youth Commission Preliminary Budget Priorities - Priority Programs] at the full Youth Commission meeting of January 4, 2021. This summary reflects all the information contained in the resolution itself, as recommended by the Youth Commission's policy committees and by myself, with emphasis added for clarity.

This summary does not include costings for recommendations, although Youth Commission committees and staff continue to work on preparing those where we are able, and will include them in future communications as available.

Please do not hesitate to contact me with any questions.

I remain respectfully yours.

Sincerely,

A handwritten signature in black ink, appearing to read "Calvin Quick", written over a horizontal line.

Calvin Quick
Youth Commissioner, District 5
Legislative Affairs Officer (LAO)
San Francisco Youth Commission

Email: calvin@quickstonian.com
Phone: 1(415) 521-9126

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Recommendations of the Civic Engagement Committee (1-3)	2
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Note: all recommendations relate to Fiscal Years 2021-2022 and 2022-2023.

Recommendations of the Civic Engagement Committee (1-3)

The Civic Engagement Committee recommends the following amendments to the Omnibus Resolution, reflecting that the Youth Commission:

1. urges the Department of Elections to continue to include funding for **youth voter outreach and voter pre-registration of 16- and 17-year-olds**;
2. urges the BOS to support a potential Charter Amendment to **expand the voting population to citizen and/or non-citizen 16- and 17-year-olds** in San Francisco Board of Education and/or municipal elections while ensuring confidentiality and their safety; and
3. urges DCYF to including funding to implement **fee waivers for California ID and Driver’s License applications** at the California Department of Motor Vehicles.

Recommendations of the Transformative Justice Committee (4-24)

The Transformative Justice Committee recommends the following amendments to the Omnibus Resolution, reflecting that the Youth Commission:

4. urges APD to increase funding for **re-entry programs and services** that support youths’ basic physical, mental, social-emotional, and educational needs, such as the Interrupt, Predict, and Organize program for young adults, with a focus on employment resources, daycare, mental health and counseling support, housing navigation services, and educational resources;
5. urges APD to propose funding to **maintain and expand the Young Adult Court and compensate the TAY seat on the Re-entry Council**;
6. urges DCYF to propose funding for **socially distanced food and PPE distribution, programming and educational services** for COVID-19 community pods, **health and mental health care, substance use support**, and other wrap-around services, particularly targeting youth, caregivers, and families who have had contact with the justice system;
7. urges DCYF to increase funding for justice programs that support **leadership skill-building and workforce development**, particularly targeting children, women, caregivers, and families who have had contact with the justice system;

8. urges DPA to increase funding for programs to increase **community visibility and outreach on Know Your Rights trainings** for youth and youth service providers;
9. urges DPH to propose funding for **COVID-19 pandemic relief and programming for food insecurity and PPE distribution** particularly targeting youth, caregivers, and families who have had contact with the justice system and frontline essential and agricultural workers;
10. urges **DPH to eliminate all funding for the Sheriff's Department** and reallocate all funds that are saved by such cuts to expanded nurse staffing, trauma-informed security, Behavioral Emergency Response Team expansion, patient advocates, DPH CLB projects, community-based de-escalation and trauma-informed care training, additional discharge needs, and CLB salaries, as specified in the DPH Must Divest Coalition's Alternatives to Sheriffs Proposal, along with funding for language access in respect to patient care and navigation of services;
11. urges DPH to include funding to add a **compensated seat for youth and TAY patients on the CLB** and ensure that undocumented patients receiving care are included and compensated on the CLB;
12. urges HSH to propose funding sufficient to create and maintain a **minimum of 100 units of permanent supportive housing for girl shelters** to avoid out of county placements after contact with the juvenile justice system;
13. urges HSH to propose funding for **permanent supportive housing options and wrap-around services** for unhoused community members and youth with experiences in the criminal and juvenile justice system;
14. urges JPD to collaborate with other agencies and community-based organizations to propose funding for COVID-19 testing and screening measures, gender-specific programming, employment resources, rehabilitative and educational programs, mental health and counseling, after-detention rehabilitation and healing support and services, and community-based programs for youth and families;
15. urges JPD to collaborate with other agencies and community-based organizations to propose funding for **alternatives to incarceration and the release of young people to local jurisdictions and/or community support hubs** due to current COVID-19 conditions, given that California's state youth correctional system, the Division of Juvenile Justice, has failed to respond sufficiently to the COVID-19 pandemic and its effects on youths' safety;
16. urges OEWD to collaborate with other agencies and community-based organizations to propose funding for **business entrepreneurship investment funds and mentorship resources** for youth previously involved in the criminal and juvenile justice system;
17. urges the District Attorney's Office to propose funds for **alternatives to incarceration that center community health and safety**, such as language capacity advocates, advanced legal support for undocumented individuals and TAY, victims' rights advocates, wrap-around services including but not limited to safety planning, relocation assistance, and restorative justice support, and decarceration and early release initiatives, especially in light of COVID-19;

18. urges SFPD to propose funds for **mandatory in-depth youth and TAY rights training** that incorporates youth brain development through an equity and trauma-informed lens;
19. urges SFPD to propose funds for **Know Your Rights trainings and community advisory workgroups** to have in-depth community engagement and feedback, in the interest of fostering more positive and fair interactions between law enforcement and youth, in which both parties are aware of their rights and responsibilities;
20. urges SFPD to propose funds for **redistribution to youth who have experienced harm** from contact with the justice system, and for community advisory workgroups to have in-depth community engagement and feedback on the reinvestment of funds;
21. urges the Mayor and BOS to **cut the SFPD budget by a minimum of 50%** relative to the SFPD budget for FY 2020-2021 and reallocate funds to programs outside of the SFPD that provide public safety in a non-carceral, care-centered manner, including, but not limited to additional mental health first responders and unarmed de-escalation specialists;
22. urges the Mayor and BOS to **allocate 50% of all funds cut from the SFPD budget to a “Community and People’s Budget”** in which a percentage is set aside for social and community-centered services such as mental health services, community and City programs for youth employment including undocumented and previously incarcerated youth, and housing for the communities most impacted by violence and incarceration;
23. urges the Mayor and BOS to **allocate 20% of all funds cut from the SFPD budget** to hire social workers and trauma-informed counselors **to aid victims of sexual misconduct**; and
24. urges the Mayor and BOS to **allocate 30% of all funds cut from the SFPD budget to SFUSD schools and Wellness Centers** to hire mental health professionals, with an equitable focus for schools with a high percentage of Black and Latinx youth in order to ensure they are equipped with the physical, mental, emotional and communal tools to thrive beyond their education.

Recommendations of the Housing and Land Use Committee (25-41)

The Housing and Land Use Committee recommends the following amendments (relative to youth homelessness) to the Omnibus Resolution, reflecting that the Youth Commission:

25. urges HSH to propose funding sufficient to create and maintain a **minimum of 400 units of permanent supportive housing** for TAY;
26. urges HSH to propose funding to ensure that **TAY-specific services** are being provided **at Safe Sleeping Sites and Shelter-In-Place hotels**;
27. urges HSH, OEWD, DCYF, and DPH to propose funding for **mental health and substance use treatment and counseling programs**, particularly targeting TAY experiencing homelessness or living in supportive housing;
28. urges HSH to continue funding for equipping TAY experiencing homelessness with first-aid survival resources, and for increased support services for nutritional food, laundry, and transportation for that population;

29. urges HSH, DCYF, and other relevant departments to propose funding for **increased technological support** for TAY, including, but not limited to, access to adequate technology and internet access and/or resources for internet saving-programs for TAY experiencing homelessness in permanent supportive housing and Transitional Living Programs;
30. urges HSH to collaborate with other agencies and community-based organizations to continue increasing funding for **employment training** for TAY, programs for **life training and job readiness** for TAY, financial support for **education resources** for TAY, and **employment programs** for TAY during the pandemic-induced economic downturn;
31. urges DCYF to include funding for **support for General Educational Development (GED) and college matriculation** for TAY experiencing homelessness and/or youth who have challenges with remote learning, as well as **tutoring services** for TAY accessing higher education and attending virtual classes;
32. urges HSH to propose funding for **more accessible drop-in centers** for TAY experiencing homelessness to enter a supportive system, including listening and responding to community concerns about the confusing and non-transparent Coordinated Entry for Youth triage system;
33. urges HSH to include funding for **greater flexibility with Problem Solving** dollars administered through Youth Access Points in the Coordinated Entry system;
34. urges HSH to include funding to maintain and operate **more than one TAY-specific Navigation Center**, in districts where there are many youth experiencing homelessness;
35. urges HSH to include funding to provide TAY-specific **mental health and other supportive services** at all TAY-specific Navigation Centers; and
36. urges HSH to include funding for **hazard pay** for employees of service providers during COVID-19, given current working situations.

The Housing and Land Use Committee also recommends the following amendments (relative to transportation) to the Omnibus Resolution, reflecting that the Youth Commission:

37. urges the SFMTA and SFCTA to propose funding to **establish a strategy to build an effective, equitable, and sustainable transportation system** for San Francisco youth and students;
38. urges the SFMTA to propose funding for a full-time **youth development position** to staff the SFMTA Youth Transportation Advisory Board (YTAB) and support youth serving on the YTAB;
39. urges the SFMTA to propose funding to work collaboratively with SFUSD and CCSF to **enroll all students and youth in the Free Muni for Youth** program;
40. urges the SFMTA to propose funding to **implement Free Muni for All Youth** by eliminating the nominal youth fare up to age 23; and
41. urges the SFMTA to increase funding for the 29-Sunset Improvements Project with the view of developing a rapid bus service along the aforementioned line.

Additional (Author) Recommendations (42-45)

The author recommends the following additional amendments to the Omnibus Resolution, which were prepared outside of the committee process, reflecting that the Youth Commission:

42. urges HSH and DPH to **apportion funding from the Our City Our Home Fund** (established by Proposition C from November 2018) **to services and housing for youth and families experiencing homelessness according to the proportions set out by the voters** in the Proposition that established the aforementioned fund, and as upheld by the Our City Our Home Oversight Committee in its Immediate Needs Initial Recommendations report from December 15, 2020;
43. urges all departments that contain Boards, Commissions, and other advisory bodies with one or more youth and/or TAY seat(s) to request funding to provide **compensatory stipends for all youth and TAY serving on such Boards, Commissions, and other advisory bodies**, within the limits of the law;
44. urges the BOS to maintain current levels of funding for **community outreach by the Youth Commission**; and
45. urges the Board of Supervisors to include funding to **raise the salary of all Youth Commission staff** over 100% AMI to enable the commission to retain long-standing staff with valuable institutional memory.

Next Steps

Having adopted the above recommendations at the January 4, 2021 full Youth Commission meeting, the Youth Commission, its staff, officers, and individual commissioners will advocate for the recommendations to be reflected in the final budget by intervening with stakeholders and decisions-makers at the various stages of the budget cycle.

Index of Acronyms

Acronym

Reference

APD	Adult Probation Department
BOS	Board of Supervisors
CCSF	City College of San Francisco
CLB	Community Leadership Board
DCYF	Department of Children, Youth, and their Families
DPA	Department of Police Accountability
DPH	Department of Public Health
HSH	Department of Homelessness and Supportive Housing
JPD	Juvenile Probation Department
OEWD	Office of Economic and Workforce Development
PPE	Personal Protective Equipment
SFCTA	San Francisco County Transportation Authority
SFMTA	San Francisco Municipal Transportation Agency
SFPD	San Francisco Police Department
SFUSD	San Francisco Unified School District
TAY	Transitional-Aged Youth

From: [Carla Peguese](#)
To: [Board, Mayor, London, Aftab, BCS-Superintendents](#)
Subject: Support all of our city's nurses
Date: Thursday, January 28, 2021 4:19:45 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Nurses are the frontline of defense for our community's health and have worked tirelessly around the clock to keep our city's residents safe from the COVID-19 pandemic. When the city rolled out its COVID leave bank last March, however, it decided that P103 nurses should not have access to that emergency leave.

COVID-19 doesn't care whether it's infecting a 2320 nurse or a P103 nurse, so why does our city believe that only one type of nurse deserves access to COVID leave if they or a loved one falls ill? This is shameful.

P103 nurses are part of the backbone of the city's response to this pandemic, working in some of the most high-risk areas of San Francisco and risking our personal health and safety to combat this virus.

I write today to ask the Mayor and the Board of Supervisors to extend to P103 nurses the same access to COVID-19 leave benefits that other frontline workers enjoy.

Yours sincerely,
Carla Peguese

This email was sent by Carla Peguese via Do Gooder, a website that allows people to contact you regarding issues they consider important. In accordance with web protocol RFC 3834 we have set the FROM field of this email to our generic no-reply address at campaigns@good.do, however Carla provided an email address (carlagp@aol.com) which we included in the REPLY-TO field.

Please reply to [Carla Peguese at carlagp@aol.com](mailto:Carla.Peguese@carlagp@aol.com).

To learn more about Do Gooder visit <https://www.african-ai-protection.com/v1/inf/>

To learn more about web protocol RFC 3834 visit: <https://www.african-ai-protection.com/v1/inf/>

To learn more about web protocol RFC 3834 visit: <https://www.african-ai-protection.com/v1/inf/>

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#)
Subject: FW: Flight Attendants are ESSENTIAL and FRONTLINE workers. We need your help!
Date: Friday, January 29, 2021 8:10:01 AM

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

From: Corinne Eustice <corinneustice@sonic.net>
Sent: Thursday, January 28, 2021 10:47 PM
To: Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>; grant.colfax@sfgov.org; Almeida, Angelica (DPH) <angelica.almeida@sfdph.org>; ChanStaff (BOS) <chanstaff@sfgov.org>; Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: Flight Attendants are ESSENTIAL and FRONTLINE workers. We need your help!

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear San Francisco Leaders,

I have copied and pasted my co-worker's letter because, as a flight attendant and SF resident, I share the exact same sentiment! Please help us!

I am a Flight Attendant for American Airlines and am very concerned that Gov Newsom and the state of California has disregarded CDC guidelines and pushed this essential and critical work group lower in the vaccination priority. We need your help! Not only have we been on the front lines of this pandemic since the debut, many of my colleagues have contracted, passed along and died from this virus and they are not over 65 years of age. This is a horrible mistake on California's part. While I understand vaccines are extremely limited, it is in everyone's best interest to get front line workers vaccinated sooner rather than later, especially those of us working in the riskiest of conditions. Dr. Fauci himself advises against travel and has said he'd avoid it until it's safe to do so. If I had the luxury of telecommuting or even a job that allowed me to stay in San Francisco, I'd be more than happy to let all older residents get vaccinated before me. However, I am forced to work on planes that fly all over this country with many not so compliant passengers who do not believe in wearing a mask in addition to some fellow crew members who are "anti maskers". Social distancing is next to impossible in our work environment. We often have 8-16 hours duty days so we must remove our masks to eat and drink. We are in harms way every time we go to work and risk bringing this virus back home to California. Please help us! Help insist that California follows CDC guidelines for vaccination order! Thousands of my colleagues are already getting vaccinated in other states. California needs to recognize us for the essential, front line workers that we are! If you haven't read the NYT article about flight attendants from Jan 26, I urge you to do so. The last section especially sums up the nightmare flight attendants have been living. We need relief now right along with teachers and food service workers.

Sincerely,
Corinne Eustice
American Airlines SFO-based Flight Attendant San Francisco Resident, District 1

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#)
Subject: FW: Flight Attendants are ESSENTIAL and FRONTLINE workers. We need your help!
Date: Friday, January 29, 2021 8:09:34 AM

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

From: Dana Davis <davisdj@sbcglobal.net>
Sent: Thursday, January 28, 2021 7:35 PM
To: Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>; grant.colfax@sfgov.org; Almeida, Angelica (DPH) <angelica.almeida@sfdph.org>; ChanStaff (BOS) <chanstaff@sfgov.org>; Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: Flight Attendants are ESSENTIAL and FRONTLINE workers. We need your help!

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear San Francisco Leaders,

I am a Flight Attendant for American Airlines and am very concerned that Gov Newsom and the state of California has disregarded CDC guidelines and pushed this essential and critical work group lower in the vaccination priority. We need your help! Not only have we been on the front lines of this pandemic since the debut, many of my colleagues have contracted, passed along and died from this virus and they are not over 65 years of age. This is a horrible mistake on California's part. While I understand vaccines are extremely limited, it is in everyone's best interest to get front line workers vaccinated sooner rather than later, especially those of us working in the riskiest of conditions. Dr. Fauci himself advises against travel and has said he'd avoid it until it's safe to do so. If I had the luxury of telecommuting or even a job that allowed me to stay in San Francisco, I'd be more than happy to let all older residents get vaccinated before me. However, I am forced to work on planes that fly all over this country with many not so compliant passengers who do not believe in wearing a mask in addition to some fellow crew members who are "anti maskers". Social distancing is next to impossible in our work environment. We often have 8-16 hours duty days so we must remove our masks to eat and drink. We are in harms way every time we go to work and risk bringing this virus back home to California. Please help us! Help insist that California follows CDC guidelines for vaccination order! Thousands of my colleagues are already getting vaccinated in other states. California needs to recognize us for the essential, front line workers that we are! If you haven't read the NYT article about flight attendants from Jan 26, I urge you to do so. The last section especially sums up the nightmare flight attendants have been living. We need relief now right along with teachers and food service workers.

Respectfully,

Dana Davis

American Airlines Los Angeles based Flight Attendant San Francisco resident, District 1

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#)
Subject: FW: changing school names
Date: Monday, February 1, 2021 10:50:00 AM

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

From: D. Harrington <irishtea@sbcglobal.net>
Sent: Sunday, January 31, 2021 2:12 PM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: changing school names

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I understand the importance of being cultural sensitive.

However to spend over a million dollars when when we are dealing with COVID and trying to feed people, people loosing jobs etc.. Is really a waste of resources.

Think before you waste my tax dollars.

Do you really have that much money at this time? If you do I know more important causes the City is facing that can use the money. This is not the time to pander to a group.

This is the time to deal with a crisis.

All leaders had/have faults. So since Washington and Lincoln were so bad then do not touch the dollar or five dollar bills or the penny or quarter since these men are on our money. Where will we stop?

I am sure St Francis which San Francisco is named after also did some things that a group does not agree with. Does this mean we will change the name of our City next?

We can become like NYC where the public schools have numbers. However, make sure you do not pick some numbers that some people find unlucky.

If this is so important to do this then wait to you have extra money in the coffers.

Sincerely,
Denise Harrington

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#)
Subject: FW: Schools Name Change
Date: Wednesday, January 27, 2021 1:59:00 PM

From: Elaine Fry <ejnf49@gmail.com>
Sent: Wednesday, January 27, 2021 12:18 PM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: Schools Name Change

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

To The San Francisco Board of Supervisors,

My name is Elaine Fry, and I am a second-generation San Franciscan, a Public School Teacher and an alumnus of the SF Public School System, as were my parents and most of my family. I am a proud Democrat, strongly believe in progressive social change and take great pride in San Francisco and its values. However I am strongly dismayed and frustrated by the action taken by the San Francisco School Board and ask you to intervene to stop and re-evaluate the decision-making process for the following reasons:

1. **COST:** In this time of a global pandemic with SF Public Schools closed since March of 2020 the money this will cost in renaming and rebranding 44 schools can be used in much more urgent and better ways, i.e. PPE, School Counselors, Teacher Salaries (when 14% of the nation's teachers have left the profession during the pandemic, we need to focus on retaining our excellent educators), updating infrastructure to prevent outbreaks as it looks as this virus will be with us for long time, equity access to the internet and technology for our students and teachers, new textbooks and supplies, safety equipment for sports and the arts, just to name a few. The million dollars estimated by the School Board is laughable as the rebranding means redoing everything forward facing to the public, renaming will require focus groups and firms to redesign logos, letterheads, uniforms and team equipment, on and on, and this will need to happen in 44 schools not just a few schools. This will require millions of dollars.
2. **COMMITTEE FAILED TO INCLUDE EXPERTS:** The committee failed to include any historians when making this decision. In making this decision the school board failed to consult and utilize any professional historians in making the criteria for renaming schools. In fact the committee did not even utilize a single K-12 history teacher in the decision-making process, including only one 1st grade teacher, and the one professor is a general education professor. In fact the committee is surprising in who is included: three lawyers, web designers, one who works for the SFMTA... where are the actual educators and professional historians? When the Confederate Monuments were rightly taken down the American Historical Association released

the following statement <https://www.historians.org/news-and-advocacy/aha-advocacy/aha-statement-on-confederate-monuments> , why did the committee not reach out to the AHA to bring in a consulting historian as provided by the AHA? Medical decisions should be made consulting a doctor, legal decisions a lawyer, financial ones an accountant or other financial expert. In this case the committee failed to consult a single professional historian or even the professional educators who work with or in the SF Public School System.

3. PROCESS: Simply put the process was flawed. Set up by people with no historical background and practically no K-12 educators the process does not take into account any historical standards and presents an ahistorical model in which to judge historical figures on 21st century standards. Many of the standards are important to address but are without historical context and this is why the need of professional historians is essential. Many of the people venerated in our society are deeply flawed individuals and on the arbitrary standards set by non-historians basically every person in history would fail. This is not to say public reckoning isn't important and a committee of professionals with clear standards should help in evaluating who we venerate as a people and in our schools, but it should be done the right way and not in the middle of a pandemic with other pressing priorities.

4. ALUMNI & STAKEHOLDERS: Why were no alumni included in the group? Students? High School Faculty? Again I go back to who was chosen to be on the committee, why weren't all stakeholders included in the actual process vs. public comments via zoom in the middle of a pandemic? It seems like the school board already had their minds made up prior to making this decision and it shows by excluding the generations of San Franciscans who attended these schools, let alone the current students and faculty, all of whom should have had a place at the table not public comments.

I strongly encourage the Board of Supervisors to step in and stop this process. Recreate a committee with all of the stakeholders and professional historians. Have them create the standards and let those be addressed by the public. Once created and agreed upon let the evaluation of school names commence. Let decisions be made and implemented when the money is there to do so. Most importantly this all should be secondary to addressing the pandemic needs of our faculty and students. Let us not lose our priorities in the haste of atonement least we become as blindly evangelical in our efforts as those we disdain and rightly hold accountable.

Sincerely,

Elaine J. Fry

Juan Crespi Home School '58

Parkside Elementary '61

Hoover Middle School '64

Abraham Lincoln High School '67

San Francisco State University '71

Terra Nova High School, Science Faculty and Student Activities Director 1970-2008

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#)
Subject: FW: Historical Justice: San Francisco School Board
Date: Thursday, January 28, 2021 1:07:00 PM

From: Alan Tarot <alantarot3@gmail.com>
Sent: Thursday, January 28, 2021 2:44 AM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: Historical Justice: San Francisco School Board

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear San Francisco Board of Supervisors,

In reference to:

January 27, 2021

San Francisco school board removes 44 names from schools because of a connection to slavery or other unsavory ties, including George Washington, Abraham Lincoln and Thomas Jefferson

<https://www.breitbart.com/politics/2021/01/27/san-francisco-school-board-removes-44-names-from-schools-abraham-lincoln-george-washington-thomas-jefferson/>

Note:

This is actually from CNN, over 25 years ago.

October 20, 1995

1,000 years before the white man arrived in Africa, Black Africans were enslaving their own people

http://edition.cnn.com/WORLD/9510/ghana_slavery/

Summary:

African tribesmen captured and enslaved members of other African tribes after battles and conflicts, then sold these slaves to other

racess of people for profit. The Atlantic Slave Trade started when Africans betrayed their own people.

July 22, 2013

African king apologizes for Africa's role in the Atlantic Slave Trade

<http://yourblackworld.net/2013/07/22/african-king-apologizes-for-africas-role-in-slavery/>

June 24, 2018

African leaders from Ghana apologize for Africa's role in the Atlantic Slave Trade

<https://www.youtube.com/watch?v=thhEqHMBDiI>

Summary:

Blacks owned black slaves.

"The census of 1830 lists 3,775 free Negroes who owned a total of 12,740 [black] slaves."

Black slave owners in the United States

<http://www.ironbarkresources.com/slaves/whiteslaves05.htm>

Summary:

Even though white people ended slavery in the U.S. in 1865, North Africans are **still** enslaving sub-Saharan Africans in today's world.

December 1, 2017

Time magazine article: Libyan Slave Trade

<http://time.com/5042560/libya-slave-trade/>

March 21, 2018

Newsweek article: Libyan Slave Trade

<https://www.newsweek.com/humans-sale-libyan-slave-trade-continues-while-militants-kill-and-torture-855118>

--Damien Storm

1. Importation of Blacks. Like other peoples constituting the American nation, the blacks were not natives of the New World. They were brought from Africa, starting in 1619, when a shipment of blacks arrived at Jamestown in the colony of Virginia. In 1808 Congress outlawed the importation of slaves, but they were smuggled into the United States until 1860. Usually, the slaves were captives taken by other African tribes or were prisoners kidnapped by Arab raiding expeditions. Their captors moved them to the west coast of Africa and sold them to European and American slave traders for transportation to the New World. Crowded into shipholds and treated brutally, only the strongest survived the voyage.

Title of Book: Review Text in American History

Date: 1988 Edition

Page: 315

AMSCO School Publications, Inc.

315 Hudson Street

New York, N.Y. 10013

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#)
Subject: FW: School Renaming
Date: Friday, January 29, 2021 8:07:00 AM

From: Joe Stefani <joestefani@gmail.com>
Sent: Thursday, January 28, 2021 5:58 PM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>; Joe Stefani <joestefani@gmail.com>
Subject: School Renaming

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Board of Supervisors,

I sent the following note to the SF Board of Education, but they will probably dismiss it. Is there anyone left in this city with any common sense? Please read and enjoy.

Joe Stefani

Normally, the road to hell is paved with good intentions, but in the case of the SF Board of Education renaming schools named after Lincoln and Washington et. al., that road is paved with self-righteous ignorance. See if you can agree on any of these points:

1) Historians will tell you that it is a cardinal sin to judge a historical figure based on today's mores, within reason. In other words, if historical actions are more or less consistent with the contemporaneous mores, then those figures cannot be criticized as if they were living in today's world.

2) Even if point 1 above were dismissed, one would have to weigh the negatives against the possibly huge positives to draw an intelligent conclusion. Washington put his ass on the line to gain our independence from England. Lincoln did the same to save the Union and in the process end slavery. (And Grant, whose statue was removed from GGP, provided the muscle to see the Civil War through to victory.) Can any of you smell anything positive here? The list goes on and on, and on.

3) Finally, even if both points 1 and 2 above were dismissed, and a past negative by a public figure could nullify all the great things that they accomplished, then remember that what is good for the goose is good for the gander. In other words, with high probability, almost any historical person whose name is chosen to replace those of Washington and Lincoln will have a stain of their own on their record. And when this stain is uncovered, as it assuredly will be, then the school name will have to change again, and you all will look oh so very stupid.

Please understand that these kinds of mewling decisions taken by the Board help drive some people into the waiting arms of fascist republicans, thereby further paving this country's road to hell.

Joe Stefani

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#)
Subject: FW: Rebuke Board of Education Changing School Names
Date: Friday, January 29, 2021 1:17:00 PM

From: gabriel cory <cory.gabriel@gmail.com>
Sent: Thursday, January 28, 2021 2:55 PM
To: MandelmanStaff, [BOS] <mandelmanstaff@sfgov.org>; ChanStaff (BOS) <chanstaff@sfgov.org>; Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Hanestaff (BOS) <hanestaff@sfgov.org>; MelgarStaff (BOS) <melgarstaff@sfgov.org>; RonenStaff (BOS) <ronenstaff@sfgov.org>; SafaiStaff (BOS) <safaistaff@sfgov.org>
Subject: Rebuke Board of Education Changing School Names

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Board of Directors Staff,

My name is Gabriel Cory, I am a San Francisco native that attended Rooftop elementary and Lincoln High School. I currently work in tech as a Product Planner but have always followed and cared about this city and its community.

The San Francisco Board of Education has gone too far in their attempt to rename public schools. They claim their motivation for this change is because historical figures such as Abraham Lincoln and George Washington are offensive due to association with slavery, racism and oppression. This is a misguided and dangerous depiction that is alarming and needs to be addressed as it sends a very disturbing message to our youth, city, state and country about the judgement of elected Education Board members in San Francisco.

I feel the Board of Education needs to be reminded about two Presidents that historians consider to be our greatest of all time.

Abraham Lincoln was the 16th President and responsible for abolishing slavery. He presided over our country in its' gravest hour during the Civil War. Over 600,000 people died in the Civil War, the greatest loss of American life by population ever. Lincoln successfully ended the Confederate Union which supported slavery and issued the Emancipation Proclamation banning slavery in the United States. For his leadership and symbolism in ending slavery, he was assassinated by a Confederate supporter, John Wilkes Booth, shortly after.

George Washington was the first President of the United States. Prior to becoming

President, he was the commander and chief of the Continental Army which successfully defended its' citizens from Great Britain during the American Revolution and established our national Independence Day on July 4, 1776. If it were not for George Washington, the United States may very well be the United Kingdom.

The Board of Education's attempt to manipulate students and the public into thinking historical figures such as Abraham Lincoln and George Washington were racists is radical, treasonous and deeply irreverent. It is a sign of their own prejudice, extremism and moral faults that I do not believe is reflected by the majority of people and students in this city.

But what is most disturbing is the lack of prioritization the Board of Education has shown in focusing time and resources on issues that can make a tangible impact on improving the success rate of our students and teachers during this unprecedented time.

We are in a public health crisis and schools are closed. The Board of Education should be laser focused on understanding the impact of distance learning, and how we are collecting, analyzing and measuring the success of our current programs to optimize and improve them. This work needs to be followed by establishing a thorough and detailed roadmap based on tangible metric-based milestones to successfully provide a timeline for reopening schools.

Furthermore, it will cost millions to change the names, materials, physical and digital resources associated with each school. That is taxpayer money that will be wasted instead of being spent on the student and teacher needs.

As a San Francisco native and Abraham Lincoln alumni, I ask you to join me in rebuking the Board of Education and the disturbing direction they are heading in. Let us send our own message as the citizens and students of this city to the Board members to leave out their politically fueled motives, personal prejudices and radicalism from our schools and refocus their time, energy and resources on helping students equip themselves with the tools they need to compete in a very, very competitive world once they graduate.

I have created a change.org petition if you would like to share with your constituents, friends and families.

<http://chnng.it/snNKVcynXZ>

Thank you,

Gabriel Cory

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#)
Subject: FW: Outraged at School Board Decision
Date: Friday, January 29, 2021 3:15:00 PM

From: Rachael Tobener <rtobener@gmail.com>
Sent: Friday, January 29, 2021 1:55 PM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: Outraged at School Board Decision

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hello Board of Supervisors,

I am an SFUSD public school parent. I am speechless to learn about the school board's decision to spend time and money at this time of crises to rename schools across the district. I am outraged that the school board is misrepresenting the needs of its constituents so grossly. I do not know of a single public school parent who would support the allocation of funds in this way when we have heard NO PLAN to get our kids back in the classroom.

There are so many ways to achieve learning around historical figures - and I support that. We could introduce exploration in the curriculum, have informational posters in the front hallways of school, plaques and even schoolwide votes to change the name once there is a school in place to vote! I speak for myself and many many SF parents when I say that I am beyond disappointed in SFUSD and our city's inability to get a plan in place. This renaming is at best going to make us the laughingstock of the nation and at worst it will fuel all kinds of anti-liberal conspiracy theories. Isn't there anything you can do to prioritize our kids?

Thank you,
-Rachael Tobener

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#)
Subject: FW: Cancel culture
Date: Friday, January 29, 2021 3:34:00 PM

From: Ronald Gibson <ronald6696@att.net>
Sent: Friday, January 29, 2021 9:47 AM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: Cancel culture

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

You city is becoming the joke of California. Soon San Franciscans will be cancelling you!

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#)
Subject: FW: Renaming of San Francisco public schools
Date: Monday, February 1, 2021 10:24:00 AM

From: Sharon Jung-Verdi <jungverdi@sbcglobal.net>
Sent: Friday, January 29, 2021 11:01 PM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: Renaming of San Francisco public schools

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Board of supervisors

My parents were born here in San Francisco and my sister and I attended the San Francisco public school system from Kindergarten to graduation from high school. I absolutely oppose the recent decision by the San Francisco school district to rename 44 public schools. Abolishing names from history does not solve racism or inequality. No one person is perfect and we need to learn from history. Money should be spent on helping improve education. If this school district wants to eliminate names of people, then abolish all references to people and just assign numbers and/or letters like New York City schools.

Sincerely,
Sharon Jung-Verdi
[715 41st Avenue](#)
[San Francisco](#)

Sent from my iPad

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [BOS Legislation, \(BOS\)](#)
Subject: FW: Public comment for 1/26 full BoS meeting item #19
Date: Tuesday, January 26, 2021 8:43:00 PM

From: Christine Wei <action@christinewei.com>
Sent: Tuesday, January 26, 2021 6:41 PM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>; Calvillo, Angela (BOS) <angela.calvillo@sfgov.org>
Cc: Justice4 Mario <mwjusticenow@gmail.com>
Subject: Public comment for 1/26 full BoS meeting item #19

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hi Supervisors, my name is Christine. I'm a member of SURJ San Francisco, which organizes people in anti-racism work, and I'm also an abolitionist organizer. I'm writing tonight to uplift the demands of two community groups that are turning out to speak out. (I planned to call in but unfortunately had a conflict by the time public comment opened.)

In the year 2021, we shouldn't need to belabor all the massive amounts of evidence that policing hurts us all, especially our Black, Brown, and Indigenous communities. It's not the first time that you've heard the staggering statistics showing the high rates of disparities in arrests, use of force, and criminalization of Black people in San Francisco specifically.

As the pandemic continues to exacerbate the inequities in the city, we must be honest with ourselves about the true costs of racist policing — the costs to our community are quite literally life and death. So I support Wealth & Disparities' priorities of not allowing SFPD to continue to act with impunity, insisting on more truthful and accurate reporting from SFPD, and centering community input in related processes.

I also believe that the work cannot end there if we truly believe in making San Francisco a place where all residents can not just survive but also actually thrive. As Defund SFPD Now highlights, we must divest from harmful systems of control and punishment in order to build up the things that truly keep us safe. Please defund policing in ALL its forms -- from the police and sheriff's departments to jails and electronic monitoring -- so that we all may have self-determination and the chance to live with dignity.

Thank you,
Christine

--

Christine Wei
she/her/hers

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#)
Cc: [Calvillo, Angela \(BOS\)](#); [BOS Legislation, \(BOS\)](#); [Somera, Alisa \(BOS\)](#)
Subject: FW: Public Comment
Date: Tuesday, January 26, 2021 5:35:00 PM

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

From: Andrea Sims <anicole9513@gmail.com>
Sent: Tuesday, January 26, 2021 2:19 PM
To: Calvillo, Angela (BOS) <angela.calvillo@sfgov.org>
Subject: Public Comment

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hello,

My name is Andrea Sims and I am community member writing to submit a public comment for Board of Supervisors City & County meeting.

I am writing on behalf of my community and request that the board of supervisors 100% defund SFPD and the SF Sheriffs effective immediately. Our community and myself are not asking for reform, task forces or communities. Our demand is clear and request that SFPD be defunded and have those funds be reallocated into programs like mental healthcare, education, social housing, violence prevention programs, transpiration, and saving our Muni Workers.

SFPD has proven countless times that they are apart of a systematic structure that cannot be reformed. Investing in this racist & violent system of police will only continue to provide harm in our communities versus building the support that is needed to protect and have our communities thrive.

Our budget is a representation of our values and we need a budget that puts its community first, not the cops. We demand full abolition of the SFPD and SF Sherrifs.

Thank you!

Andrea