

From: [Mchugh, Eileen \(BOS\)](#)
To: [Major, Erica \(BOS\)](#)
Subject: FW: BOS LU&TC Agenda Item #3 [Hearing - Policy Decisions Balancing Housing and Transportation Coverage, Service Frequency, Long Term Impacts, and Geographic Equity] File #211039
Date: Monday, November 15, 2021 2:00:06 PM

For the file please.

Eileen

From: aeboken <aeboken@gmail.com>
Sent: Monday, November 15, 2021 10:46 AM
To: BOS-Supervisors <bos-supervisors@sfgov.org>; BOS-Legislative Aides <bos-legislative_aides@sfgov.org>
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TO: Board of Supervisors members

In 2019, the L-Taraval streetcar line celebrated its 100th anniversary.

In 1919, the L-Taraval streetcar line ran as a local from the neighborhood to West Portal.

Despite District 4 having the highest percentage of seniors, the SFMTA plans to make the L-Taraval streetcar line a local once again.

This is Muni backward not Muni Forward.

The SFMTA has claimed that the L-Taraval streetcar line not going into the Metro Tunnel is temporary and Covid related.

However, in a Transit and Intercity Rail Capital Program (TIRCP) grant application to the California State Transportation Agency (CalSTA), the SFMTA refers to interlining the L-Taraval and K-Ingleside streetcar lines. This grant application was submitted pre-covid. The interlining is not referred to as temporary.

The SFMTA should consider real solutions to capacity issues in the Metro Tunnel e.g. en route coupling rather than the bandaid solutions of running the L-Taraval, K-Ingleside and J-Church as locals.

Eileen Boken

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*For identification purposes only.

Sent from my Verizon, Samsung Galaxy smartphone