

FILE NO: 181197

Petitions and Communications received from November 26, 2018, through December 3, 2018, for reference by the President to Committee considering related matters, or to be ordered filed by the Clerk on December 11, 2018.

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 Ivar C. Satero, Director of the San Francisco International Airport, pursuant to Ordinance No. 62-18, submitting updates regarding Terminal 1 - Harvey Milk Terminal. File No. 170872. Copy: Each Supervisor. (1)

From the Office of the Controller, pursuant to Charter, Appendix F, submitting the FY2017-2019 Annual Report regarding the condition of City Parks. Copy: Each Supervisor. (2)

From the Office of the Controller, City Performance Unit, submitting a study for the Department of Care Coordination at Zuckerberg San Francisco General Hospital. Copy: Each Supervisor. (3)

From the Department of Elections, submitting Certification of Election Results for the November 6, 2018, Consolidated General Election. Copy: Each Supervisor. (4)

From concerned citizens, regarding the elimination of minimum off-street parking. File No. 181028. 3 letters. Copy: Each Supervisor. (5)

From concerned citizens, regarding the Central SOMA EIR. File Nos. 180490, 180184, 180185, 180453, and 180612. 2 letters. Copy: Each Supervisor. (6)

From concerned citizens, regarding red transit-only lanes. File No. 180876. 21 Letters. Copy: Each Supervisor. (7)

From Sarah Wilson, Researcher at SEIU Local 1021, regarding a hearing on African-American Workforce Hiring. File No. 180630. Copy: Each Supervisor. (8)

From Ace Washington, regarding the Fillmore Heritage Center. Copy: Each Supervisor. (9)

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#); [Somera, Alisa \(BOS\)](#); [Major, Erica \(BOS\)](#)
Subject: FW: SFO Letter to BOS re: T1 Harvey Milk Terminal / Ordinance No. 62-18
Date: Friday, November 30, 2018 4:33:00 PM
Attachments: [image001.png](#)
[BOS Action T1 Harvey Milk Terminal Ordinance No. 62-18 11-30-18.pdf](#)

From: Ivar Satero (AIR)
Sent: Friday, November 30, 2018 2:33 PM
To: Calvillo, Angela (BOS) <angela.calvillo@sfgov.org>
Cc: Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>; Sun, Selina (MYR) <selina.sun@sfgov.org>; Elsbernd, Sean (MYR) <sean.elsbernd@sfgov.org>; Marcaida, Michelle (MYR) <michelle.marcaida@sfgov.org>
Subject: SFO Letter to BOS re: T1 Harvey Milk Terminal / Ordinance No. 62-18

Good afternoon, Ms. Calvillo:

Attached please find the Airport's update regarding [Terminal 1 – Harvey Milk Terminal / Ordinance No. 62-18 Action Item](#).

Respectfully,
Chris Arrigale for



Ivar C. Satero
Airport Director
San Francisco International Airport | P.O. Box 8097 | San Francisco, CA 94128
Office: 650-821-5000 | Email: ivar.satero@flysfo.com

Executive Assistant: Chris Arrigale
Direct: 650-821-5004 | Email: chris.arrigale@flysfo.com

From: [Reports, Controller \(CON\)](#)
Subject: Issued: Park Maintenance Standards Annual Report (FY 2017-18)
Date: Wednesday, November 28, 2018 1:18:38 PM

Appendix F of the City Charter requires the Controller's Office to work in cooperation with the Recreation and Parks Department to establish objective and measurable park maintenance standards, and to assess on an annual basis the extent to which the City's parks meet those standards. Today the Controller's Office is issuing the thirteenth annual report on the condition of the City's parks; it is based on the results of evaluations through fiscal year 2017-18 (FY18). In addition to presenting the results of the latest evaluations, the report considers how park conditions have changed in recent years and it aims to uncover the main drivers of changes in park conditions in order to inform RPD's operational decisions.

Highlights:

- After increasing for two years in a row, **the citywide average park score remained steady at 89% in FY18.**
- Results show a **significant increase in the minimum park score** over the last few years; in 2015, the lowest scoring park received a score of 60% while in 2018 the lowest score was 11 percentage points higher (71%).
- RPD organizes its park maintenance and staff into seven regions, known as Park Service Areas, or PSAs. Although it consistently has one of the lowest average scores among the PSAs, **the score for PSA 3 increased by four percentage points** over last year.

To view the full report, please visit: <http://openbook.sfgov.org/webreports/details3.aspx?id=2647>

For more information, please contact:

Alice Kassinger
City Performance Unit
Office of the Controller
Phone: (415) 554-5311
Email: alice.c.kassinger@sfgov.org

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From: [Reports, Controller \(CON\)](#)
Subject: Issued: ZSFG Care Coordination Analysis - Project Summary
Date: Monday, November 26, 2018 11:02:27 AM

The Controller's Office City Performance Unit has completed a benchmarking study for the Department of Care Coordination (DoCC) at Zuckerberg San Francisco General Hospital (ZSFG). Five peer hospitals shared insights in the areas of care coordination team staffing, daily acuity review processes, acuity review software systems, and the management of complex patients. City Performance also worked with DoCC to identify drivers of current reporting gaps regarding lower level of care patients.

As a result, the project provided next steps for ZSFG in making decisions around staffing, processes, and software to reduce avoidable lower level of care bed-days, which impact quality of care as well as receivable payments. Among its findings the project found: ZSFG DoCC staff perform a dual role which makes completing acuity reviews challenging given current caseloads; other peers place a larger emphasis on seven-day a week acuity review at admissions; and the pending Epic health records system should make review and report processes more efficient but underlying work flow improvements will still be needed.

To view the project summary please visit our Web site at:
<http://openbook.sfgov.org/webreports/details3.aspx?id=2643>
This is a send-only e-mail address.

For questions about the project summary please contact Michael Wylie at
michael.wylie@sfgov.org.

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

Statement of the Results
City and County of San Francisco
Consolidated General Election – November 6, 2018

I, John Arntz, Director of Elections, certify that I have canvassed the ballots cast in the Consolidated General Election held on Tuesday, November 6, 2018, in the City and County of San Francisco (City), in the manner required by Division 15 of the California Elections Code.

I certify that I began the canvass immediately upon the close of the polls and, as a result of the tabulation of all votes recorded, present a complete record entitled "Statement of the Results of the San Francisco Consolidated General Election – November 6, 2018." I also certify that 372,848 voters cast ballots; therefore, 74.49% of San Francisco's 500,516 registered voters participated in this election.

The 74.49% turnout represents the highest percentage turnout for a mid-term election in the City since 1938 when nearly 76% of the City's 340,739 then-registered voters cast ballots. The highest known mid-term turnout occurred in 1914 when 83% of San Francisco's 161,846 registered voters participated.

In accordance with California Elections Code section 15374, I certify that this Statement of the Results provides the total number of votes cast for each candidate and for and against each measure. The precinct detail of all votes cast appears in the Statement of the Vote, which is posted on the Department of Elections' website at sfelections.org/results and is incorporated by reference into this Statement of the Results.

This Statement of the Results includes tables that summarize total votes cast in each contest, and for and against each proposition, and is organized as follows:

A. Voter-Nominated Offices

1. Governor
2. Lieutenant Governor
3. Secretary of State
4. State Controller
5. State Treasurer
6. Attorney General
7. Insurance Commissioner
8. Board of Equalization Member, District 2
9. United States Senator
10. United States Representative, District 12
11. United States Representative, District 13
12. United States Representative, District 14
13. State Assembly Member, District 17
14. State Assembly Member, District 19

B. Nonpartisan Offices

1. Associate Justices, Supreme Court
2. Presiding Justice, Court of Appeal, District 1, Division 1
3. Associate Justice, Court of Appeal, District 1, Division 1
4. Associate Justices, Court of Appeal, District 1, Division 2
5. Presiding Justice, Court of Appeal, District 1, Division 3
6. Associate Justices, Court of Appeal, District 1, Division 4
7. Presiding Justice, Court of Appeal, District 1, Division 5
8. State Superintendent of Public Instruction

C. District Offices

1. Members, Board of Education
2. Members, Community College Board
3. Director, Bay Area Rapid Transit (BART), District 8

D. City Offices

1. Assessor-Recorder
2. Public Defender
3. Member, Board of Supervisors, District 2
4. Member, Board of Supervisors, District 4
5. Member, Board of Supervisors, District 6
6. Member, Board of Supervisors, District 8
7. Member, Board of Supervisors, District 10

E. State Propositions

1. 1, "Authorizes Bonds to Fund Specified Housing Assistance Programs. Legislative Statute."
2. 2, "Authorizes Bonds to Fund Existing Housing Program for Individuals with Mental Illness. Legislative Statute."
3. 3, "Authorizes Bonds to Fund Projects for Water Supply and Quality, Watershed, Fish, Wildlife, Water Conveyance, and Groundwater Sustainability and Storage. Initiative Statute."
4. 4, "Authorizes Bonds Funding Construction at Hospitals Providing Children's Health Care. Initiative Statute."
5. 5, "Changes Requirements for Certain Property Owners to Transfer Their Property Tax Base to Replacement Property. Initiative Constitutional Amendment and Statute."
6. 6, "Eliminates Certain Road Repair and Transportation Funding. Requires Certain Fuel Taxes and Vehicle Fees be Approved by the Electorate. Initiative Constitutional Amendment."
7. 7, "Conforms California Daylight Saving Time to Federal Law. Allows Legislature to Change Daylight Saving Time Period. Legislative Statute."
8. 8, "Regulates Amounts Outpatient Kidney Dialysis Clinics Charge for Dialysis Treatment. Initiative Statute."
9. 9, Proposition 9 was removed from the ballot by order of the California Supreme Court.
10. 10, "Expands Local Governments' Authority to Enact Rent Control on Residential Property. Initiative Statute."
11. 11, "Requires Private-Sector Emergency Ambulance Employees to Remain On-Call During Work Breaks. Eliminates Certain Employer Liability. Initiative Statute."
12. 12, "Establishes New Standards for Confinement of Specified Farm Animals; Bans Sale of Noncomplying Products. Initiative Statute."

F. City Propositions

1. A, "Embarcadero Seawall Earthquake Safety Bond."
2. B, "City Privacy Guidelines."
3. C, "Additional Business Taxes to Fund Homeless Services."
4. D, "Additional Tax on Cannabis Businesses; Expanding the Businesses Subject to Business Taxes."
5. E, "Partial Allocation of Hotel Tax for Arts and Cultural Purposes."

This Statement of the Results does not report votes in the contest for United States Representative, District 13, because no registered San Francisco voters live in the District. The boundaries for the District attributed to the City encompass a small triangle of land located on the extreme southwest corner of Alameda Island, which lies across the San Francisco Bay from the City. Other than this uninhabited portion of Alameda Island, District 13 is entirely comprised of territory within Alameda County.

For each results table, the candidates and ballot measure positions that received the most votes are preceded by arrows (→). Since this Statement records votes cast in San Francisco only, the overall results may differ for any contests or measures appearing on ballots in multiple counties.

For this election, all voters received four-card ballots, with the content on each card as follows:

- Card 1:** Voter-nominated offices for Governor, Lieutenant Governor, Secretary of State, State Controller, State Treasurer, Attorney General, Insurance Commissioner, Board of Equalization Member (District 2), United States Senator, United States Representative (District 12 or 14), and State Assembly Member (District 17 or 19). Nonpartisan offices for Associate Justices of the Supreme Court, Presiding Justices of the Court of Appeal (District 1, Divisions 1, 3, and 5), Associate Justices of the Court of Appeal (District 1, Divisions 1, 2, and 4), and State Superintendent of Public Instruction. District offices for Members of the San Francisco Community College Board, and Bay Area Rapid Transit Director (District 8).
- Card 2:** District offices for Members of the San Francisco Board of Education, and State Propositions 1 – 7.
- Card 3:** State Propositions 8 – 12 and City Propositions A – E.
- Card 4:** City offices for Assessor-Recorder, Public Defender, and Member of the Board of Supervisors (District 2, 4, 6, 8, or 10).

The Department of Elections applied a SHA-512 cryptographic function to all results reports associated with this election to establish the integrity of the results in a verifiable manner. Attachment 1 provides information regarding the SHA-512 hash values for all electronic files associated with the final, certified results reports.

Attachments 2, 3, and 4 provide detailed pass reports for the application of the ranked-choice voting tabulation method for the contests for Members, Board of Supervisors, Districts 2, 4, and 10, respectively.

In witness whereof, I hereby affix my hand and seal this 27th day of November 2018.


John Arntz, Director of Elections



A. VOTER-NOMINATED OFFICES

I certify the results for the following **VOTER-NOMINATED OFFICES**:

1. GOVERNOR

Candidates	Vote Totals	% of Votes
→ GAVIN NEWSOM	312,181	86.39%
JOHN H. COX	49,181	13.61%
Total Votes Cast	361,362	
Undervotes	11,236	
Overvotes	144	
Total Ballots Cast	372,742	

2. LIEUTENANT GOVERNOR

Candidates	Vote Totals	% of Votes
→ ELENI KOUNALAKIS	172,741	52.91%
ED HERNANDEZ	153,733	47.09%
Total Votes Cast	326,474	
Undervotes	45,920	
Overvotes	348	
Total Ballots Cast	372,742	

3. SECRETARY OF STATE

Candidates	Vote Totals	% of Votes
→ ALEX PADILLA	309,367	87.66%
MARK P. MEUSER	43,538	12.34%
Total Votes Cast	352,905	
Undervotes	19,728	
Overvotes	109	
Total Ballots Cast	372,742	

4. STATE CONTROLLER

Candidates	Vote Totals	% of Votes
→ BETTY T. YEE	311,559	87.87%
KONSTANTINOS RODITIS	43,021	12.13%
Total Votes Cast	354,580	
Undervotes	18,077	
Overvotes	85	
Total Ballots Cast	372,742	

5. STATE TREASURER

Candidates	Vote Totals	% of Votes
→ FIONA MA	306,998	87.04%
GREG CONLON	45,699	12.96%
Total Votes Cast	352,697	
Undervotes	19,947	
Overvotes	98	
Total Ballots Cast	372,742	

6. ATTORNEY GENERAL

Candidates	Vote Totals	% of Votes
→ XAVIER BECERRA	305,501	86.65%
STEVEN C. BAILEY	47,070	13.35%
Total Votes Cast	352,571	
Undervotes	20,077	
Overvotes	94	
Total Ballots Cast	372,742	

7. INSURANCE COMMISSIONER

Candidates	Vote Totals	% of Votes
→ RICARDO LARA	235,299	69.68%
STEVE POIZNER	102,364	30.32%
Total Votes Cast	337,663	
Undervotes	34,922	
Overvotes	157	
Total Ballots Cast	372,742	

8. BOARD OF EQUALIZATION MEMBER, DISTRICT 2

Candidates	Vote Totals	% of Votes
→ MALIA COHEN	292,973	85.98%
MARK BURNS	47,753	14.02%
Total Votes Cast	340,726	
Undervotes	31,941	
Overvotes	75	
Total Ballots Cast	372,742	

9. UNITED STATES SENATOR

Candidates	Vote Totals	% of Votes
→ DIANNE FEINSTEIN	226,167	64.23%
KEVIN DE LEON	125,954	35.77%
Total Votes Cast	352,121	
Undervotes	20,247	
Overvotes	374	
Total Ballots Cast	372,742	

10. UNITED STATES REPRESENTATIVE, DISTRICT 12

Candidates	Vote Totals	% of Votes
→ NANCY PELOSI	275,292	86.82%
LISA REMMER	41,780	13.18%
Total Votes Cast	317,072	
Undervotes	15,225	
Overvotes	107	
Total Ballots Cast	332,404	

11. UNITED STATES REPRESENTATIVE, DISTRICT 13

There are no registered San Francisco voters in this district.

Candidates	Vote Totals
BARBARA LEE	0
LAURA WELLS	0
Total Votes Cast	0
Undervotes	0
Overvotes	0
Total Ballots Cast	0

12. UNITED STATES REPRESENTATIVE, DISTRICT 14

Candidates	Vote Totals	% of Votes
→ JACKIE SPEIER	31,632	82.98%
CRISTINA OSMEÑA	6,487	17.02%
Total Votes Cast	38,119	
Undervotes	2,111	
Overvotes	8	
Total Ballots Cast	40,238	

13. STATE ASSEMBLY MEMBER, DISTRICT 17

Candidates	Vote Totals	% of Votes
→ DAVID CHIU	140,381	75.53%
ALEJANDRO FERNANDEZ	45,483	24.47%
Total Votes	185,864	
Undervotes	28,709	
Overvotes	192	
Total Ballots Cast	214,765	

14. STATE ASSEMBLY MEMBER, DISTRICT 19

Candidates	Vote Totals	% of Votes
→ PHIL TING	125,804	84.41%
KEITH BOGDON	23,238	15.59%
Total Votes	149,042	
Undervotes	8,898	
Overvotes	37	
Total Ballots Cast	157,977	

B. NONPARTISAN OFFICES

I certify the results for the following **NONPARTISAN OFFICES**:

1. ASSOCIATE JUSTICES OF THE SUPREME COURT

Shall the Justice be elected for the term provided by law?

	CAROL A. CORRIGAN	Vote Totals	% of Votes
→	Yes	148,219	61.95%
	No	91,024	38.05%
	Total Votes	239,243	
	Undervotes	133,261	
	Overvotes	238	
	Total Ballots Cast	372,742	

Shall the Justice be elected for the term provided by law?

	LEONDRA R. KRUGER	Vote Totals	% of Votes
→	Yes	205,510	87.52%
	No	29,316	12.48%
	Total Votes	234,826	
	Undervotes	137,808	
	Overvotes	108	
	Total Ballots Cast	372,742	

2. PRESIDING JUSTICE, COURT OF APPEAL, DISTRICT 1, DIVISION 1

Shall the Justice be elected for the term provided by law?

	JAMES M. HUMES	Vote Totals	% of Votes
→	Yes	191,112	84.39%
	No	35,350	15.61%
	Total Votes	226,462	
	Undervotes	146,150	
	Overvotes	130	
	Total Ballots Cast	372,742	

3. ASSOCIATE JUSTICE, COURT OF APPEAL, DISTRICT 1, DIVISION 1

Shall the Justice be elected for the term provided by law?

SANDRA MARGULIES		Vote Totals	% of Votes
→	Yes	159,187	69.49%
	No	69,907	30.51%
	Total Votes	229,094	
	Undervotes	143,534	
	Overvotes	114	
	Total Ballots Cast	372,742	

4. ASSOCIATE JUSTICES, COURT OF APPEAL, DISTRICT 1, DIVISION 2

Shall the Justice be elected for the term provided by law?

JAMES A. RICHMAN		Vote Totals	% of Votes
→	Yes	137,706	62.07%
	No	84,144	37.93%
	Total Votes	221,850	
	Undervotes	150,802	
	Overvotes	90	
	Total Ballots Cast	372,742	

Shall the Justice be elected for the term provided by law?

MARLA MILLER		Vote Totals	% of Votes
→	Yes	156,312	69.68%
	No	68,021	30.32%
	Total Votes	224,333	
	Undervotes	148,241	
	Overvotes	168	
	Total Ballots Cast	372,742	

5. PRESIDING JUSTICE, COURT OF APPEAL, DISTRICT 1, DIVISION 3

Shall the Justice be elected for the term provided by law?

	PETER JOHN SIGGINS	Vote Totals	% of Votes
→	Yes	185,727	83.74%
	No	36,070	16.26%
	Total Votes	221,797	
	Undervotes	150,859	
	Overvotes	168	
	Total Ballots Cast	372,824	

6. ASSOCIATE JUSTICES, COURT OF APPEAL, DISTRICT 1, DIVISION 4

Shall the Justice be elected for the term provided by law?

	JON B. STREETER	Vote Totals	% of Votes
→	Yes	185,425	84.18%
	No	34,850	15.82%
	Total Votes	220,275	
	Undervotes	152,378	
	Overvotes	89	
	Total Ballots Cast	372,742	

Shall the Justice be elected for the term provided by law?

	ALISON M. TUCHER	Vote Totals	% of Votes
→	Yes	197,903	88.51%
	No	25,688	11.49%
	Total Votes	223,591	
	Undervotes	149,000	
	Overvotes	151	
	Total Ballots Cast	372,742	

7. PRESIDING JUSTICE, COURT OF APPEAL, DISTRICT 1, DIVISION 5

Shall the Justice be elected for the term provided by law?

BARBARA JONES		Vote Totals	% of Votes
→	Yes	200,164	88.94%
	No	24,889	11.06%
	Total Votes	225,053	
	Undervotes	147,640	
	Overvotes	49	
	Total Ballots Cast	372,742	

8. STATE SUPERINTENDENT OF PUBLIC INSTRUCTION

Candidates		Vote Totals	% of Votes
→	TONY K. THURMOND	191,332	65.71%
	MARSHALL TUCK	97,777	33.58%
	INVALID WRITE-IN VOTES	2,071	0.71%
	Total Votes Cast	291,180	
	Undervotes	80,051	
	Overvotes	1,511	
	Total Ballots Cast	372,742	

C. DISTRICT OFFICES

I certify the results for the following **DISTRICT OFFICES**:

1. MEMBERS, BOARD OF EDUCATION*

	Candidates	Vote Totals	% of Votes
→	ALISON COLLINS	122,865	15.02%
→	GABRIELA LÓPEZ	112,299	13.73%
→	FAAUUGA MOLIGA	107,989	13.20%
	PHIL KIM	76,017	9.29%
	MICHELLE PARKER	65,740	8.04%
	LI MIAO LOVETT	61,412	7.51%
	JOHN TRASVIÑA	46,601	5.70%
	ALIDA FISHER	37,735	4.61%
	MONICA CHINCHILLA	34,193	4.18%
	LENETTE THOMPSON	30,496	3.73%
	JOSEPHINE ZHAO	27,761	3.39%
	MIA SATYA	17,540	2.14%
	PAUL KANGAS	13,967	1.71%
	DARRON A. PADILLA	12,950	1.58%
	MARTIN RAWLINGS-FEIN	12,439	1.52%
	CONNOR KRONE	12,251	1.50%
	ROGER SINASOHN	12,018	1.47%
	LEX LEIFHEIT	9,605	1.17%
	PHILLIP MARCEL HOUSE	2,491	0.30%
	INVALID WRITE-IN VOTES	1,551	0.19%
	Total Votes Cast	817,920	
	Undervotes	282,075	
	Overvotes	16,041	
	Total Ballots Cast	1,116,036	

*Three open offices

2. MEMBERS, COMMUNITY COLLEGE BOARD*

Candidates	Vote Totals	% of Votes
→ BRIGITTE DAVILA	187,792	29.91%
→ THEA SELBY	184,956	29.46%
→ JOHN RIZZO	151,356	24.11%
VICTOR OLIVIERI	101,368	16.15%
INVALID WRITE-IN VOTES	2,373	0.38%
Total Votes Cast	627,845	
Undervotes	487,621	
Overvotes	2,760	
Total Ballots Cast	1,118,226	

*Three open offices

3. DIRECTOR, BAY AREA RAPID TRANSIT (BART), DISTRICT 8

Candidates	Vote Totals	% of Votes
→ JANICE LI	39,997	32.05%
EVA I. CHAO	24,525	19.65%
MELANIE NUTTER	23,659	18.96%
BRIAN J. LARKIN	16,527	13.24%
JONATHAN LYENS	14,688	11.77%
WILLIAM WALKER	5,070	4.06%
INVALID WRITE-IN VOTES	343	0.27%
Total Votes Cast	124,809	
Undervotes	39,920	
Overvotes	1,610	
Total Ballots Cast	166,339	

D. CITY OFFICES

I certify the results for the following **CITY OFFICES**:

For the ranked-choice voting contests for Assessor-Recorder, Public Defender, Member, Board of Supervisors in Supervisorial Districts 2, 4, 6, 8, and 10, the following tables provide "Round 0" totals for every contest, which represent how voters marked their ballots before the application of the ranked-choice voting method. Each contest also lists vote totals from "Round 1," which represents the number of first-choice selections after the advancement of second- and third-choice selections. In Round 1, second- and third-choice selections advance whenever preceding choices are blank (undervoted) or contain invalid write-in votes for unqualified candidates.

For those contests in which no candidate received a majority of votes in Round 1, and which required the elimination of candidates and the transfer of votes to remaining candidates, the ranked-choice voting method is applied. For these contests, the totals from the final round — reflecting the totals after all votes from eliminated candidates were transferred to the two remaining candidates with the most votes — are indicated to the right of the Round 1 totals. The number of passes required to reach two remaining candidates is noted in parentheses.

1. ASSESSOR-RECORDER

Candidates	Round 0		Round 1	
	Votes	%	Votes	%
→ CARMEN CHU	235,187	74.40%	236,697	74.63%
PAUL BELLAR	79,674	25.20%	80,479	25.37%
INVALID WRITE-IN VOTES	1,255	0.40%	-	0.00%
Total Votes	316,116		317,176	
Exhausted by Overvotes	411		428	
Undervotes	52,051		50,974	
Exhausted Ballots	-		-	
Total Ballots Cast	368,578		368,578	

2. PUBLIC DEFENDER

Candidates	Round 0		Round 1	
	Votes	%	Votes	%
→ JEFF ADACHI	286,688	98.40%	292,864	100.00%
INVALID WRITE-IN VOTES	4,670	1.60%	-	0.00%
Total Votes	291,358		292,864	
Exhausted by Overvotes	70		83	
Undervotes	77,150		75,631	
Exhausted Ballots	-		-	
Total Ballots Cast	368,578		368,578	

3. MEMBER, BOARD OF SUPERVISORS, DISTRICT 2

Candidates	Round 0		Round 1		Final Round (4)	
	Votes	%	Votes	%	Votes	%
→ CATHERINE STEFANI	14,378	40.71%	14,415	40.82%	17,340	51.91%
NICK JOSEFOWITZ	13,617	38.56%	13,644	38.64%	16,061	48.09%
SCHUYLER HUDAK	4,132	11.70%	4,145	11.74%		
JOHN DENNIS	3,095	8.76%	3,108	8.80%		
INVALID WRITE-IN VOTES	93	0.26%	-	0.00%		
Total Votes	35,315		35,312		33,401	
Exhausted by Overvotes	76		79		97	
Undervotes	4,515		4,515		4,515	
Exhausted	-		-		1,893	
Total Ballots Cast	39,906		39,906		39,906	

4. MEMBER, BOARD OF SUPERVISORS, DISTRICT 4

Candidates	Round 0		Round 1		Final Round (8)	
	Votes	%	Votes	%	Votes	%
→ GORDON MAR	10,288	36.23%	10,314	36.29%	13,255	56.84%
JESSICA HO	7,423	26.14%	7,444	26.19%	10,065	43.16%
TREVOR MCNEIL	3,479	12.25%	3,490	12.28%		
ARTHUR TOM	2,435	8.57%	2,441	8.59%		
LOU ANN BASSAN	2,169	7.64%	2,183	7.68%		
MIKE MURPHY	1,176	4.14%	1,182	4.16%		
TUAN NGUYEN	848	2.99%	853	3.00%		
ADAM KIM	511	1.80%	515	1.81%		
INVALID WRITE-IN VOTES	68	0.24%	-	0.00%		
Total Votes	28,397		28,422		23,320	
Exhausted by Overvotes	175		176		200	
Undervotes	2,840		2,814		2,814	
Exhausted	-		-		5,078	
Total Ballots Cast	31,412		31,412		31,412	

5. MEMBER, BOARD OF SUPERVISORS, DISTRICT 6

Candidates	Round 0		Round 1	
	Votes	%	Votes	%
→ MATT HANEY	14,249	56.24%	14,288	56.41%
CHRISTINE JOHNSON	6,237	24.62%	6,267	24.74%
SONJA TRAUSS	4,759	18.78%	4,775	18.85%
INVALID WRITE-IN VOTES	93	0.37%	-	0.00%
Total Votes	25,338		25,330	
Exhausted by Overvotes	74		75	
Undervotes	3,460		3,467	
Exhausted	-		-	
Total Ballots Cast	28,872		28,872	

6. MEMBER, BOARD OF SUPERVISORS, DISTRICT 8

Candidates	Round 0		Round 1	
	Votes	%	Votes	%
→ RAFAEL MANDELMAN	38,292	91.00%	38,406	91.43%
LAWRENCE "STARK" DAGESSE	3,554	8.45%	3,598	8.57%
INVALID WRITE-IN VOTES	233	0.55%	-	0.00%
Total Votes	42,079		42,004	
Exhausted by Overvotes	37		38	
Undervotes	5,933		6,007	
Exhausted Ballots	-		-	
Total Ballots Cast	48,049		48,049	

7. MEMBER, BOARD OF SUPERVISORS, DISTRICT 10

Candidates	Round 0		Round 1		Final Round (7)	
	Votes	%	Votes	%	Votes	%
→ SHAMANN WALTON	9,550	41.22%	9,585	41.33%	13,023	63.07%
TONY KELLY	5,643	24.36%	5,679	24.48%	7,624	36.93%
THEO ELLINGTON	4,800	20.72%	4,820	20.78%		
UZURI PEASE-GREENE	1,304	5.63%	1,311	5.65%		
GLORIA BERRY	954	4.12%	966	4.16%		
ASALE CHANDLER	799	3.45%	802	3.46%		
INVALID WRITE-IN VOTES	89	0.38%	-	0.00%		
NEO VEAVEA (QUALIFIED WRITE-IN CANDIDATE)	30	0.13%	31	0.13%		
Total Votes	23,169		23,194		20,647	
Exhausted by Overvotes	152		156		177	
Undervotes	2,936		2,907		2,907	
Exhausted	-		-		2,526	
Total Ballots Cast	26,257		26,257		26,257	

E. STATE PROPOSITIONS

I certify the results for the following **STATE PROPOSITIONS**:

1. PROPOSITION 1 - "Authorizes Bonds to Fund Specified Housing Assistance Programs. Legislative Statute."

		Vote Totals	% of Votes		
→	YES	263,769	74.69%	Overvotes	161
	NO	89,382	25.31%	Undervotes	18,594

2. PROPOSITION 2 - "Authorizes Bonds to Fund Existing Housing Program for Individuals with Mental Illness. Legislative Statute."

		Vote Totals	% of Votes		
→	YES	281,389	79.59%	Overvotes	124
	NO	72,163	20.41%	Undervotes	18,230

3. PROPOSITION 3 - "Authorizes Bonds to Fund Projects for Water Supply and Quality, Watershed, Fish, Wildlife, Water Conveyance, and Groundwater Sustainability and Storage. Initiative Statute."

		Vote Totals	% of Votes		
→	YES	207,164	60.01%	Overvotes	279
	NO	138,046	39.99%	Undervotes	26,417

4. PROPOSITION 4 - "Authorizes Bonds Funding Construction at Hospitals Providing Children's Health Care. Initiative Statute."

		Vote Totals	% of Votes		
→	YES	253,202	72.83%	Overvotes	239
	NO	94,437	27.17%	Undervotes	24,028

5. PROPOSITION 5 - "Changes Requirements for Certain Property Owners to Transfer Their Property Tax Base to Replacement Property. Initiative Constitutional Amendment and Statute."

	Vote Totals	% of Votes		
→ NO	260,118	75.12%	Overvotes	294
YES	86,130	24.88%	Undervotes	25,364

6. PROPOSITION 6 - "Eliminates Certain Road Repair and Transportation Funding. Requires Certain Fuel Taxes and Vehicle Fees Be Approved by the Electorate. Initiative Constitutional Amendment."

	Vote Totals	% of Votes		
→ NO	291,660	82.94%	Overvotes	332
YES	60,002	17.06%	Undervotes	19,912

7. PROPOSITION 7 - "Conforms California Daylight Saving Time to Federal Law. Allows Legislature to Change Daylight Saving Time Period. Legislative Statute."

	Vote Totals	% of Votes		
→ YES	233,508	67.08%	Overvotes	114
NO	114,618	32.92%	Undervotes	23,666

8. PROPOSITION 8 - "Regulates Amounts Outpatient Kidney Dialysis Clinics Charge for Dialysis Treatment. Initiative Statute."

	Vote Totals	% of Votes		
→ YES	202,728	57.56%	Overvotes	232
NO	149,499	42.44%	Undervotes	20,107

9. PROPOSITION 9 was removed from the ballot by order of the California Supreme Court.

10. PROPOSITION 10 - "Expands Local Governments' Authority to Enact Rent Control on Residential Property. Initiative Statute."

	Vote Totals		% of Votes	
→ YES	190,911	52.97%	Overvotes	224
NO	169,527	47.03%	Undervotes	11,904

11. PROPOSITION 11 - "Requires Private-Sector Emergency Ambulance Employees to Remain On-Call During Work Breaks. Eliminates Certain Employer Liability. Initiative Statute."

	Vote Totals		% of Votes	
→ NO	214,363	61.21%	Overvotes	266
YES	135,874	38.79%	Undervotes	22,063

12. PROPOSITION 12 - "Establishes New Standards for Confinement of Specified Farm Animals; Bans Sale of Noncomplying Products. Initiative Statute."

	Vote Totals		% of Votes	
→ YES	256,166	72.43%	Overvotes	168
NO	97,515	27.57%	Undervotes	18,717

F. CITY PROPOSITIONS

I certify the results for the following **CITY PROPOSITIONS:**

Unless otherwise noted, measures require 50% + 1 affirmative votes to pass.

1. PROPOSITION A - "Embarcadero Seawall Earthquake Safety Bond."

Measure requires 66 2/3% + 1 affirmative votes to pass.

	Vote Totals	% of Votes		
→ YES	288,146	82.70%	Overvotes	290
NO	60,276	17.30%	Undervotes	23,854

2. PROPOSITION B - "City Privacy Guidelines."

	Vote Totals	% of Votes		
→ YES	186,758	57.58%	Overvotes	147
NO	137,592	42.42%	Undervotes	48,069

3. PROPOSITION C - "Additional Business Taxes to Fund Homeless Services."

	Vote Totals	% of Votes		
→ YES	215,491	61.34%	Overvotes	282
NO	135,835	38.66%	Undervotes	20,958

4. PROPOSITION D - "Additional Tax on Cannabis Businesses; Expanding the Businesses Subject to Business Taxes."

	Vote Totals	% of Votes		
→ YES	227,250	65.67%	Overvotes	169
NO	118,815	34.33%	Undervotes	26,332

5. PROPOSITION E - "Partial Allocation of Hotel Tax for Arts and Cultural Purposes."

Measure requires 66 2/3% + 1 affirmative votes to pass.

	Vote Totals	% of Votes		
→ YES	258,343	75.12%	Overvotes	150
NO	85,585	24.88%	Undervotes	28,488

**List of SHA-512 Hash Values for Certified Results Reports
Statement of the Results
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This list represents the various certified results reports the Department of Elections issued for the November 6, 2018, Consolidated General Election. The file names for each report are listed numerically, and underneath each file name is the SHA-512 cryptographic hash value applicable to each file. All reports are posted on the Department's website: www.sfelections.org/results

1. **"Summary – TXT,"** lists a summary of votes cast by contest, using a text file format.

Hash value:

7AAD0877B2E0AF9D22E498F6AC1506BE8A146818C434E07D30FE558E60EC4EAD22D18989D
9EAC264E7FD39D57FA48D841A6672FFD255FD51FE35E937C406BCF8

2. **"Summary – PDF,"** lists a summary of votes cast by contest, using a PDF format.

Hash value:

0018EBEDCF03144EF76D36C0032D74E80653DD02E39A5E3DB2FE807B81059846858083A38F
7D92755F526C0E5CF80FF8091D2AC5F14E7FCE4EF0832B7074F440

3. **"SOV – PDF,"** lists votes cast in each precinct and for each contest, using a PDF format.

Hash value:

3975343BE803C511151A1F73156EE8ACD29683D39F87061B4DB19D32B5B0E6ED7364A7907A
04BF1D13EB4452F94C94CC9AC2C340E1A98CA36476B892195EC838

4. **"SOV – Excel,"** lists votes cast in each precinct and for each contest, using Microsoft Excel worksheets.

Hash value:

FFEB0884790EF732B980AD94D9E62267AE7B6CA773FD62CF9B1448C9352C5DE3B51BE5E77
8D1AE2039B9DEE6D91CB1390D9A62A9AB1474076766966680DA810E

5. **"SOV – TSV,"** lists votes cast in each precinct and for each contest, using tab separated values.

Hash value:

2FB601C74451E0A0DB4CD81FE90E05BF279C076B467BC9913E425F3573431756AAF6AD813D
B4E5170FDF2F803E082F3F18864579F6D0A18425611A14E29DF68A

6. **"SOV – RAW,"** lists votes cast in each precinct and for each contest, using a text file format.

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Hash value:

99CE99E81F71066788C92231370D79E1C029EBF76578AEA20AE349557DA7B253D9D80981AE
299762B12E8A1C09F5A38AE6F754A2E16A13EFE745FE9D52FE0B65

7. **“Assessor-Recorder – Chart,”** displays total votes cast in ranked-choice voting contest and elimination of candidates and transfer of remaining votes to next ranked candidates in HTML table format.

Hash value:

858C0AA8066CFE6C876E58178A2ED27EFD FEC2B2CDC7A22A00AF5C188485BC5909881F073
2653F2B35E49498C46753A09E11F851DE8418BB48976B64F28C09F4

8. **“Assessor-Recorder – Report,”** lists the ranked-choice voting pass report in a PDF file.

Hash value:

B72149171FAA77420FFB17B20BC399F862B058B69E83957271AAA426F969EF3F10100D1E640
89E7919E86E3A8661F67ED96B677696AE2689966C6324DA997E4F

9. **“Assessor-Recorder – Excel,”** lists the ranked-choice voting pass report in Excel worksheet format.

Hash value:

43D612DD19784EC4E92E6A7E634AFDBB87FF6DF37DA9B476805CE6C1BC15A599E11CBCF6
7BCCB9B3158713466C6767CDFD98A879581CCD7E6D161007409989E8

10. **“Public Defender – Chart,”** displays total votes cast in ranked-choice voting contest and elimination of candidates and transfer of remaining votes to next ranked candidates in HTML table format.

Hash value:

A321C1CC33A3E296ACE4AD0C46BE9ED9C5F42FECB1F7CD482B0646D5692CB3D34295B05C
5D8BBFE3F56277603A5A6E1A9B5DA5DCD398ADDA460755401F75CDAF

11. **“Public Defender – Report,”** lists the ranked-choice voting pass report in a PDF file.

Hash value:

2D81CBC657B52AB552B02BECDA49282EDE5A970F824B3464D58323253269AF593F634BCA03
C574CE280D01C47292B286F02545080CC684C5DC0FC241B00F2C62

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12. **“Public Defender – Excel,”** lists the ranked-choice voting pass report in Excel worksheet format.

Hash value:

4646CA62BA4B25EEA17390A5B083C9D29A8E7A4ACC9989C8186FF9720966FB50E3AAA9E52
A42FEA4B8ABD47D7B89C9DF260CEB9835A0072705BAAB4A9AEA1A01

13. **“Board of Supervisors, District 2 – Chart,”** displays total votes cast in ranked-choice voting contest and elimination of candidates and transfer of remaining votes to next ranked candidates in HTML table format.

Hash value:

9F6F7C7542A54CDBBFF645BF2D60CC13C008D8DFC70B3F7B6E288785D3BC2C7141D1A9BF
0663788E70BB47651D74BA879E08879247E7D58EB2B38672528B7ABE

14. **“Board of Supervisors, District 2 – Report,”** lists the ranked-choice voting pass report in a PDF file.

Hash value:

3357C7F6D1D820308ACE3E100A960A86369684CE4951AA1A243603C7464EE138DEE46D0A08
14667A1D8A6E790F10E9CB5CC84B7FDA07133CF80283863C2478A5

15. **“Board of Supervisors, District 2 – Excel,”** lists the ranked-choice voting pass report in Excel worksheet format.

Hash value:

DB2F90162CE29CB794F5E80CF3D79B213C2CF39E450374171BFB025B7B09F1B27571C7F74F
43D2A132F8070CF37A9CE1B4AAD5C5CF6DC66B444E361507B66CCA

16. **“Board of Supervisors, District 4 – Chart,”** displays total votes cast in ranked-choice voting contest and elimination of candidates and transfer of remaining votes to next ranked candidates in HTML table format.

Hash value:

7970F2915245F49B632256B65B29538076A5A8EA25353E21D2BBB95EDBEFFD1E497F5CD66B
25CCC32C3C2A709675B5F2B67731F20530DAC460F77819599CF0C9

17. **“Board of Supervisors, District 4 – Report,”** lists the ranked-choice voting pass report in a PDF file.

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Hash value:

81DCB53039F433F31021A24A6D19F09ADAC3FF3F42E1F1F54DD2DC19B8E8A94ED922C98E8
2B203C1B653EB9BF25F870DBAFF0DEDD1312A27A3737AD0A3C58376

18. **"Board of Supervisors, District 4 – Excel,"** lists the ranked-choice voting pass report in Excel worksheet format.

Hash value:

4B4676A7EC75C1D6D2CED7C471F30FE3C12BDB9D27D606209BD966E1F366A2DAF0F77870A
C39F78F69D52C96D5CAA404BEF348B6CABFD04788C83056D1A87508

19. **"Board of Supervisors, District 6 – Chart,"** displays total votes cast in ranked-choice voting contest and elimination of candidates and transfer of remaining votes to next ranked candidates in HTML table format.

Hash value:

5BC2A57720F65E0172BF8D7E6393F573BADA98D1659A0282C1089807FD09F7BF17A37798436
33343C5D567AC5124E4C523FD8F8E487102D50DF90AAE9A5F2F6F

20. **"Board of Supervisors, District 6 – Report,"** lists the ranked-choice voting pass report in a PDF file.

Hash value:

64BBD15BF6349277972EEA0AE4625DE0C509C1DCEB1F835388D0300189FFC3622F3BD91AD
FDC38041F36E2D92792D7A1DA4CB64168331FA04CCAA8813216D457

21. **"Board of Supervisors, District 6 – Excel,"** lists the ranked-choice voting pass report in Excel worksheet format.

Hash value:

5FB1CC8A867A78A2B4428FF4CD14D7920ED3BB17A4BC644C1DF5EDA08F03853E142A1FCA
15C702A139EFE2A65687E0ACB3F40868CDC124CFAB6B3D461D569323

22. **"Board of Supervisors, District 8 – Chart,"** displays total votes cast in ranked-choice voting contest and elimination of candidates and transfer of remaining votes to next ranked candidates in HTML table format.

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Hash value:

AD3ABF08B6778B125FBD07FB4BFC543571444E613D19AFCA5A54920DA39202512FF57D5463
056BEBB97C10164AF10379A209EB72AB8AF6DBD3DD1D514E7B9597

23. **"Board of Supervisors, District 8 – Report,"** lists the ranked-choice voting pass report in a PDF file.

Hash value:

31A62739CE657C72746948E4B2239D289BB835B674DDEBF4D2BEE096E2EE94269F288D7429
321FCBE4BA365414D9893D2E47E96C0FCA2B9DB2096D844636358E

24. **"Board of Supervisors, District 8 – Excel,"** lists the ranked-choice voting pass report in Excel worksheet format.

Hash value:

BAAA14D2A808453721B3BB889CA3F76C67BF5B5327E460CE9C56C1558DBB60B51C85F8250
7E6CDD7ACDCECC4514FBD52028CF02BA6097A9C3EC9A09864B4CB0F

25. **"Board of Supervisors, District 10 – Chart,"** displays total votes cast in ranked-choice voting contest and elimination of candidates and transfer of remaining votes to next ranked candidates in HTML table format.

Hash value:

2DA33166B7383F0EEA29A71E47474C3606E5DDBA050B729DCAC144D32622FC02840B535B9
CDB546C4AAAC3ECB25FD64951196728599D7D88C8FFBCECEB092961

26. **"Board of Supervisors, District 10 – Report,"** lists the ranked-choice voting pass report in a PDF file.

Hash value:

2C253984039052E7EEE56FDA6D345A5F164FC023DA0EA10BE2CBE08A922664D52C2F5F7649
30DDC8C2CEBC53B3D95F4AA1A1DBC8F58B5CF4F8B06CB2ACD434D9

27. **"Board of Supervisors, District 10 – Excel,"** lists the ranked-choice voting pass report in Excel worksheet format.

Hash value:

76A8C4AAC586EB2D3965B60042579A83DEA0FBC843819EB0A4B2E6F3EDA15EA4208C5EDC
EEB2185DFB88BBE6DA889AF7E7887633F0EB12FEEF501613EA142A8A

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28. **"Assessor-Recorder - Ballot Image,"** lists votes cast on each ballot card that included a ranked-choice voting contest.

Hash value:

DD54F1A9875141BE33EB1F68BED1431D6D8ADA887D1C93B21F5FF3C716A205416E5485AA0F
A35406ED37C3D8889B4A32A946991EE3E50D33FB4E8BB9309A3874

29. **"Public Defender - Ballot Image,"** lists votes cast on each ballot card that included a ranked-choice voting contest.

Hash value:

4625A70AC9FF8B2A6D32F739CD6C0AB199D38ECF5A510D6B4748461909BDB2F48F14C1E682
13EF0F95391C315C7A2272CA1EEE2BC18B4D843EADB771CDF97287

30. **"Board of Supervisors, District 2 - Ballot Image,"** lists votes cast on each ballot card that included a ranked-choice voting contest.

Hash value:

979B836451F118A2EEB7D04B0842DDBF69DAE5496992F1DC9320B7140533387E1380661A9163
2399A684FA58E71A042734AAFF4032B0AF4C4642BD5DC914DDE5

31. **"Board of Supervisors, District 4 - Ballot Image,"** lists votes cast on each ballot card that included a ranked-choice voting contest.

Hash value:

FB30F24880691DFFAC87BC95670A9D1B55CEE5F57B84638415FE4C3DFF1B6E1E49283DA417
6B894597F2D33ED3CA01876CA1678D117A1FB8F726B6BB0513C241

32. **"Board of Supervisors, District 6 - Ballot Image,"** lists votes cast on each ballot card that included a ranked-choice voting contest.

Hash value:

D61B50C2EF6F4FB176043E4AC694E77E9BA761A0BB0A111C7AFB7AACF0FD5A8340036391E6
1A0CCF3A84099E529B71054BFC6015DFD6580EBD09E90032A359E3

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33. **"Board of Supervisors, District 8 - Ballot Image,"** lists votes cast on each ballot card that included a ranked-choice voting contest.

Hash value:

6F06A581F1F05E43C3449BD0204F5554F1F52E4ADA81B2107786699646765D595A4A79F354B2
4CF0D7C2ED2BD598116E8E2A9F763A8AF3D24BAC33E91C085EB7

34. **"Board of Supervisors, District 10 - Ballot Image,"** lists votes cast on each ballot card that included a ranked-choice voting contest.

Hash value:

83D40A439D97586ED20BDEC460C1A43EF56B332045F1B36A629BEFAC6438D44ECF032CABB
AB42DD312F162BB4C2367B5690CCCC81C5E3327036803FF3DBF6970

35. **"Master Lookup,"** provides the key to the data listed in the Ballot Image files.

Hash value:

345EE8DCE9F405286125633D85AB2B0FBD4EFF08E36F768ED7914D716F7850D8FEABF453242
F2D5C19BBC61AA339A0A9907E9B4272EA436030CBF44C09E10229

36. **"Precinct Turnout,"** lists the total number of votes cast in each precinct, using a text file format.

Hash value:

768B26A4AAB018AC94DA43C7EEA2AE4B6D77AB6C8DCDE9DA56D4BBCF5149B9BFE54E6D4E
EFE45AFB2832D848E16662269F39ED7DA943A74687E60DEB21FF5732

37. **"Neighborhood Turnout – PDF,"** lists vote totals according to San Francisco's neighborhoods in a PDF file.

Hash value:

A157BD2E9E388173A2FB42CC5724608A742767FA3531B4CA0ECC71ECF481AD954F428387A37
AA0989B544857F9841E34C6CCB57B07343A229CA3AEBFD1108790

38. **"Neighborhood Turnout – Excel,"** lists the total number of votes cast in each neighborhood in Excel worksheet format.

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Hash value:

C0F9F490FCBA935AADED9A451F688AB6A7DFAF357D6D7F25B8D1100772F2E11CD289421A3
C34DB760BD36D9B507A5D92354EBDFF5A1751B10BD3C2D8BB09811D

39. **"SHA-512.csv,"** provides a list of all hashed election results files in a comma-separated values format.

Hash value:

DEB618778CF25AC082EA2B438EDF2056AE7DBA71AB26A7B0C63E07DB09BBB24087E3D6BCB
FF8B2DBB2A378CF0B24F449C7FBFDAB198BDA9B9D94F0AC3D786101

40. **"Vote-by-Mail Status Report,"** lists the disposition of the vote-by-mail ballots the Department received.

Hash value:

994FCB8AABC63B01B340A1BB315BD8E86DE303AFA6E4838B45588880E3374D5E3113F6501B9
5EBD6271396BF80DD78D7076FC4A8ACE71E7829B63663E3D425F3

41. **"Provisional Ballot Status Report,"** lists the disposition of the provisional ballots the Department received.

Hash value:

934D90A7B66D57CAAD8EA9CA31DAB2619A35FF59EBB4FDD9F9A94D9B62CE84EC5D5CEE1
261B83451A18CA85C3987371FBBE2265AB0197CC698CF41D48ABDD1D

42. **"Conditional Voter Registration Report,"** lists the disposition of the ballots cast during the Conditional Voter Registration period.

Hash value:

1F5346706A4E2EBC61D2A68A5F13516C358E2F03E4EEDAE046735D7930ED1A859FDBFD45D6
8B0F1C7A4FA1A6D4199406A2AC3266CD8ED6C935A27AB2FB4D9086

Ranked Choice Voting Results Table

Contest: Board of Supervisors, District 2
 Load Type: Complete

	Round 1			Round 2			Round 3			Round 4		
	Votes	%	Transfer	Votes	%	Transfer	Votes	%	Transfer	Votes	%	Transfer
NICK JOSEFOWITZ	13644	38.64%	0	13644	38.64%	+698	14342	41.83%	+1719	16061	48.09%	0
JOHN DENNIS	3108	8.80%	0	3108	8.80%	-3108	0	0.00%	0	0	0.00%	0
SCHUYLER HUDAK	4145	11.74%	0	4145	11.74%	+793	4938	14.40%	-4938	0	0.00%	0
CATHERINE STEFANI	14415	40.82%	0	14415	40.82%	+594	15009	43.77%	+2331	17340	51.91%	0
WRITE-IN	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0
Exhausted by Over Votes	79		0	79		+5	84		+13	97		0
Under Votes	4515		0	4515		0	4515		0	4515		0
Exhausted Ballots	0		0	0		+1018	1018		+875	1893		0
Continuing Ballots	35312	100.00%		35312	100.00%		34289	100.00%		33401	100.00%	
TOTAL	39906		0	39906		0	39906		0	39906		0
REMARKS	*Tie resolved in accordance with election law.											

RCV Results Report

Customer Name: The City and County of San Francisco Election Date: 11/6/2018
Election Name: SFC_20181106_E Run Date: 11/27/2018
Contest: Board of Supervisors, District 2 Load Type: Complete

Run Id: 143 - Pass 0

Pass Number: 0

Final State

Candidate	Votes	% Vote
NICK JOSEFOWITZ	13644	38.64%
JOHN DENNIS	3108	8.80%
SCHUYLER HUDAK	4145	11.74%
CATHERINE STEFANI	14415	40.82%
WRITE-IN	0	0.00%
Continuing Ballots	35312	
Exhausted by Over Votes	79	
Under Votes	4515	
Exhausted Ballots	0	
Total Ballots	39906	

RCV Results Report

Customer Name: The City and County of San Francisco Election Date: 11/6/2018
 Election Name: SFC_20181106_E Run Date: 11/27/2018
 Contest: Board of Supervisors, District 2 Load Type: Complete

Run Id: 143 - Pass 1

Pass Number: 1

Initial State

Candidate	Votes	% Vote
NICK JOSEFOWITZ	13644	38.64%
JOHN DENNIS	3108	8.80%
SCHUYLER HUDAK	4145	11.74%
CATHERINE STEFANI	14415	40.82%
WRITE-IN	0	0.00%
Continuing Ballots	35312	
Exhausted by Over Votes	79	
Under Votes	4515	
Exhausted Ballots	0	
Total Ballots	39906	

Eliminated Candidates - Pass 1

Candidate	Votes
WRITE-IN	0

Final State		
Candidate	Votes	% Vote
NICK JOSEFOWITZ	13644	38.64%
JOHN DENNIS	3108	8.80%
SCHUYLER HUDAK	4145	11.74%
CATHERINE STEFANI	14415	40.82%
WRITE-IN	Eliminated in pass 1. 0	0.00%
	Continuing Ballots	35312
Exhausted by Over Votes	79	
Under Votes	4515	
Exhausted Ballots	0	
	Total Ballots	39906

RCV Results Report

Customer Name: The City and County of San Francisco Election Date: 11/6/2018
 Election Name: SFC_20181106_E Run Date: 11/27/2018
 Contest: Board of Supervisors, District 2 Load Type: Complete

Run Id: 143 - Pass 2

Pass Number: 2

Initial State

Candidate	Votes	% Vote
NICK JOSEFOWITZ	13644	38.64%
JOHN DENNIS	3108	8.80%
SCHUYLER HUDAK	4145	11.74%
CATHERINE STEFANI	14415	40.82%
WRITE-IN	Eliminated in pass 1. 0	0.00%
Continuing Ballots		35312
Exhausted by Over Votes	79	
Under Votes	4515	
Exhausted Ballots	0	
Total Ballots		39906

Eliminated Candidates - Pass 2

Candidate	Votes
JOHN DENNIS	3108

Vote Changes - Pass 2

From	To	Exhausted	Transferred
JOHN DENNIS	Exhausted Ballots	1018	0
JOHN DENNIS	Over Votes	5	0
JOHN DENNIS	CATHERINE STEFANI	0	594
JOHN DENNIS	NICK JOSEFOWITZ	0	698
JOHN DENNIS	SCHUYLER HUDAK	0	793
Total		1023	2085

Final State			
Candidate		Votes	% Vote
NICK JOSEFOWITZ		14342	41.83%
JOHN DENNIS	Eliminated in pass 2.	0	0.00%
SCHUYLER HUDAK		4938	14.40%
CATHERINE STEFANI		15009	43.77%
WRITE-IN	Eliminated in pass 1.	0	0.00%
	Continuing Ballots	34289	
Exhausted by Over Votes		84	
Under Votes		4515	
Exhausted Ballots		1018	
	Total Ballots	39906	

RCV Results Report

Customer Name: The City and County of San Francisco Election Date: 11/6/2018
 Election Name: SFC_20181106_E Run Date: 11/27/2018
 Contest: Board of Supervisors, District 2 Load Type: Complete

Run Id: 143 - Pass 3

Pass Number: 3

Initial State

Candidate		Votes	% Vote
NICK JOSEFOWITZ		14342	41.83%
JOHN DENNIS	Eliminated in pass 2.	0	0.00%
SCHUYLER HUDAK		4938	14.40%
CATHERINE STEFANI		15009	43.77%
WRITE-IN	Eliminated in pass 1.	0	0.00%
	Continuing Ballots	34289	
Exhausted by Over Votes		84	
Under Votes		4515	
Exhausted Ballots		1018	
	Total Ballots	39906	

Eliminated Candidates - Pass 3

Candidate	Votes
SCHUYLER HUDAK	4938

Vote Changes - Pass 3

From	To	Exhausted	Transferred
SCHUYLER HUDAK	Exhausted Ballots	875	0
SCHUYLER HUDAK	Over Votes	13	0
SCHUYLER HUDAK	CATHERINE STEFANI	0	2331
SCHUYLER HUDAK	NICK JOSEFOWITZ	0	1719
	Total	888	4050

Final State			
Candidate		Votes	% Vote
NICK JOSEFOWITZ		16061	48.09%
JOHN DENNIS	Eliminated in pass 2.	0	0.00%
SCHUYLER HUDAK	Eliminated in pass 3.	0	0.00%
CATHERINE STEFANI	** WINNER **	17340	51.91%
WRITE-IN	Eliminated in pass 1.	0	0.00%
	Continuing Ballots	33401	
Exhausted by Over Votes		97	
Under Votes		4515	
Exhausted Ballots		1893	
	Total Ballots	39906	

Ranked Choice Voting Results Table

Contest: **Board of Supervisors, District 4**

Load Type: **Complete**

	Round 1			Round 2			Round 3			Round 4			Round 5			Round 6			Round 7			Round 8		
	Votes	%	Transfer	Votes	%	Transfer	Votes	%	Transfer	Votes	%	Transfer	Votes	%	Transfer	Votes	%	Transfer	Votes	%	Transfer	Votes	%	Transfer
JESSICA HO	7444	26.19%	0	7444	26.19%	+112	7556	26.65%	+172	7728	27.43%	+130	7858	28.18%	+448	8306	30.65%	+707	9013	34.84%	+1052	10065	43.16%	0
ADAM KIM	515	1.81%	0	515	1.81%	-515	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0
TUAN NGUYEN	853	3.00%	0	853	3.00%	+45	898	3.17%	-898	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0
ARTHUR TOM	2441	8.59%	0	2441	8.59%	+72	2513	8.86%	+107	2620	9.30%	+120	2740	9.83%	+447	3187	11.76%	-3187	0	0.00%	0	0	0.00%	0
TREVOR MCNEIL	3490	12.28%	0	3490	12.28%	+57	3547	12.51%	+136	3683	13.07%	+304	3987	14.30%	+483	4470	16.49%	+585	5055	19.54%	-5055	0	0.00%	0
GORDON MAR	10314	36.29%	0	10314	36.29%	+74	10388	36.64%	+187	10575	37.53%	+258	10833	38.85%	+305	11138	41.10%	+665	11803	45.62%	+1452	13255	66.84%	0
MIKE MURPHY	1182	4.16%	0	1182	4.16%	+51	1233	4.35%	+57	1290	4.58%	-1290	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0
LOU ANN BASSAN	2183	7.68%	0	2183	7.68%	+37	2220	7.83%	+61	2281	8.10%	+186	2467	8.85%	-2467	0	0.00%	0	0	0.00%	0	0	0.00%	0
WRITE-IN	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0
Exhausted by Over Votes	176		0	176		+1	177		+4	181		+2	183		+3	186		+3	189		+11	200		0
Under Votes	2814		0	2814		0	2814		0	2814		0	2814		0	2814		0	2814		0	2814		0
Exhausted Ballots	0		0	0		+66	66		+174	240		+290	530		+781	1311		+1227	2538		+2540	5078		0
Continuing Ballots	28422	100.00%		28422	100.00%		28355	100.00%		28177	100.00%		27885	100.00%		27101	100.00%		25871	100.00%		23320	100.00%	
TOTAL	31412		0	31412		0	31412		0	31412		0	31412		0	31412		0	31412		0	31412		0
REMARKS	*Tie resolved in accordance with election law.																							

RCV Results Report

Customer Name: The City and County of San Francisco Election Date: 11/6/2018
Election Name: SFC_20181106_E Run Date: 11/27/2018
Contest: Board of Supervisors, District 4 Load Type: Complete

Run Id: 144 - Pass 0

Pass Number: 0

Final State

Candidate	Votes	% Vote
JESSICA HO	7444	26.19%
ADAM KIM	515	1.81%
TUAN NGUYEN	853	3.00%
ARTHUR TOM	2441	8.59%
TREVOR MCNEIL	3490	12.28%
GORDON MAR	10314	36.29%
MIKE MURPHY	1182	4.16%
LOU ANN BASSAN	2183	7.68%
WRITE-IN	0	0.00%
	Continuing Ballots	28422
Exhausted by Over Votes	176	
Under Votes	2814	
Exhausted Ballots	0	
	Total Ballots	31412

RCV Results Report

Customer Name: The City and County of San Francisco Election Date: 11/6/2018
 Election Name: SFC_20181106_E Run Date: 11/27/2018
 Contest: Board of Supervisors, District 4 Load Type: Complete

Run Id: 144 - Pass 1

Pass Number: 1

Initial State

Candidate	Votes	% Vote
JESSICA HO	7444	26.19%
ADAM KIM	515	1.81%
TUAN NGUYEN	853	3.00%
ARTHUR TOM	2441	8.59%
TREVOR MCNEIL	3490	12.28%
GORDON MAR	10314	36.29%
MIKE MURPHY	1182	4.16%
LOU ANN BASSAN	2183	7.68%
WRITE-IN	0	0.00%

Continuing Ballots 28422

Exhausted by Over Votes	176
Under Votes	2814
Exhausted Ballots	0

Total Ballots 31412

Eliminated Candidates - Pass 1

Candidate	Votes
WRITE-IN	0

Final State

Candidate	Votes	% Vote
JESSICA HO	7444	26.19%
ADAM KIM	515	1.81%
TUAN NGUYEN	853	3.00%
ARTHUR TOM	2441	8.59%
TREVOR MCNEIL	3490	12.28%
GORDON MAR	10314	36.29%
MIKE MURPHY	1182	4.16%
LOU ANN BASSAN	2183	7.68%
WRITE-IN	Eliminated in pass 1. 0	0.00%
	Continuing Ballots	28422
Exhausted by Over Votes	176	
Under Votes	2814	
Exhausted Ballots	0	
	Total Ballots	31412

RCV Results Report

Customer Name: The City and County of San Francisco Election Date: 11/6/2018
 Election Name: SFC_20181106_E Run Date: 11/27/2018
 Contest: Board of Supervisors, District 4 Load Type: Complete

Run Id: 144 - Pass 2

Pass Number: 2

Initial State

Candidate	Votes	% Vote
JESSICA HO	7444	26.19%
ADAM KIM	515	1.81%
TUAN NGUYEN	853	3.00%
ARTHUR TOM	2441	8.59%
TREVOR MCNEIL	3490	12.28%
GORDON MAR	10314	36.29%
MIKE MURPHY	1182	4.16%
LOU ANN BASSAN	2183	7.68%
WRITE-IN	Eliminated in pass 1. 0	0.00%
	Continuing Ballots	28422
Exhausted by Over Votes	176	
Under Votes	2814	
Exhausted Ballots	0	
	Total Ballots	31412

Eliminated Candidates - Pass 2

Candidate	Votes
ADAM KIM	515

Vote Changes - Pass 2

From	To	Exhausted	Transferred
ADAM KIM	Exhausted Ballots	66	0
ADAM KIM	Over Votes	1	0
ADAM KIM	ARTHUR TOM	0	72
ADAM KIM	GORDON MAR	0	74
ADAM KIM	JESSICA HO	0	112
ADAM KIM	LOU ANN BASSAN	0	37
ADAM KIM	MIKE MURPHY	0	51
ADAM KIM	TREVOR MCNEIL	0	57
ADAM KIM	TUAN NGUYEN	0	45
	Total	67	448

Final State

Candidate		Votes	% Vote
JESSICA HO		7556	26.65%
ADAM KIM	Eliminated in pass 2.	0	0.00%
TUAN NGUYEN		898	3.17%
ARTHUR TOM		2513	8.86%
TREVOR MCNEIL		3547	12.51%
GORDON MAR		10388	36.64%
MIKE MURPHY		1233	4.35%
LOU ANN BASSAN		2220	7.83%
WRITE-IN	Eliminated in pass 1.	0	0.00%
	Continuing Ballots	28355	
Exhausted by Over Votes		177	
Under Votes		2814	
Exhausted Ballots		66	
	Total Ballots	31412	

RCV Results Report

Customer Name: The City and County of San Francisco Election Date: 11/6/2018
 Election Name: SFC_20181106_E Run Date: 11/27/2018
 Contest: Board of Supervisors, District 4 Load Type: Complete

Run Id: 144 - Pass 3

Pass Number: 3

Initial State

Candidate	Votes	% Vote
JESSICA HO	7556	26.65%
ADAM KIM	Eliminated in pass 2.	0
TUAN NGUYEN	898	3.17%
ARTHUR TOM	2513	8.86%
TREVOR MCNEIL	3547	12.51%
GORDON MAR	10388	36.64%
MIKE MURPHY	1233	4.35%
LOU ANN BASSAN	2220	7.83%
WRITE-IN	Eliminated in pass 1.	0
	Continuing Ballots	28355
Exhausted by Over Votes	177	
Under Votes	2814	
Exhausted Ballots	66	
	Total Ballots	31412

Eliminated Candidates - Pass 3

Candidate	Votes
TUAN NGUYEN	898

Vote Changes - Pass 3

From	To	Exhausted	Transferred
TUAN NGUYEN	Exhausted Ballots	174	0
TUAN NGUYEN	Over Votes	4	0
TUAN NGUYEN	ARTHUR TOM	0	107
TUAN NGUYEN	GORDON MAR	0	187
TUAN NGUYEN	JESSICA HO	0	172
TUAN NGUYEN	LOU ANN BASSAN	0	61
TUAN NGUYEN	MIKE MURPHY	0	57
TUAN NGUYEN	TREVOR MCNEIL	0	136
	Total	178	720

Final State

Candidate		Votes	% Vote
JESSICA HO		7728	27.43%
ADAM KIM	Eliminated in pass 2.	0	0.00%
TUAN NGUYEN	Eliminated in pass 3.	0	0.00%
ARTHUR TOM		2620	9.30%
TREVOR MCNEIL		3683	13.07%
GORDON MAR		10575	37.53%
MIKE MURPHY		1290	4.58%
LOU ANN BASSAN		2281	8.10%
WRITE-IN	Eliminated in pass 1.	0	0.00%
	Continuing Ballots	28177	
Exhausted by Over Votes		181	
Under Votes		2814	
Exhausted Ballots		240	
	Total Ballots	31412	

RCV Results Report

Customer Name: The City and County of San Francisco Election Date: 11/6/2018
 Election Name: SFC_20181106_E Run Date: 11/27/2018
 Contest: Board of Supervisors, District 4 Load Type: Complete

Run Id: 144 - Pass 4

Pass Number: 4

Initial State

Candidate		Votes	% Vote
JESSICA HO		7728	27.43%
ADAM KIM	Eliminated in pass 2.	0	0.00%
TUAN NGUYEN	Eliminated in pass 3.	0	0.00%
ARTHUR TOM		2620	9.30%
TREVOR MCNEIL		3683	13.07%
GORDON MAR		10575	37.53%
MIKE MURPHY		1290	4.58%
LOU ANN BASSAN		2281	8.10%
WRITE-IN	Eliminated in pass 1.	0	0.00%
	Continuing Ballots	28177	
Exhausted by Over Votes		181	
Under Votes		2814	
Exhausted Ballots		240	
	Total Ballots	31412	

Eliminated Candidates - Pass 4

Candidate	Votes
MIKE MURPHY	1290

Vote Changes - Pass 4

From	To	Exhausted	Transferred
MIKE MURPHY	Exhausted Ballots	290	0
MIKE MURPHY	Over Votes	2	0
MIKE MURPHY	ARTHUR TOM	0	120
MIKE MURPHY	GORDON MAR	0	258
MIKE MURPHY	JESSICA HO	0	130
MIKE MURPHY	LOU ANN BASSAN	0	186
MIKE MURPHY	TREVOR MCNEIL	0	304
	Total	292	998

Final State

Candidate		Votes	% Vote
JESSICA HO		7858	28.18%
ADAM KIM	Eliminated in pass 2.	0	0.00%
TUAN NGUYEN	Eliminated in pass 3.	0	0.00%
ARTHUR TOM		2740	9.83%
TREVOR MCNEIL		3987	14.30%
GORDON MAR		10833	38.85%
MIKE MURPHY	Eliminated in pass 4.	0	0.00%
LOU ANN BASSAN		2467	8.85%
WRITE-IN	Eliminated in pass 1.	0	0.00%
	Continuing Ballots	27885	
Exhausted by Over Votes		183	
Under Votes		2814	
Exhausted Ballots		530	
	Total Ballots	31412	

RCV Results Report

Customer Name: The City and County of San Francisco Election Date: 11/6/2018
 Election Name: SFC_20181106_E Run Date: 11/27/2018
 Contest: Board of Supervisors, District 4 Load Type: Complete

Run Id: 144 - Pass 5

Pass Number: 5

Initial State

Candidate		Votes	% Vote
JESSICA HO		7858	28.18%
ADAM KIM	Eliminated in pass 2.	0	0.00%
TUAN NGUYEN	Eliminated in pass 3.	0	0.00%
ARTHUR TOM		2740	9.83%
TREVOR MCNEIL		3987	14.30%
GORDON MAR		10833	38.85%
MIKE MURPHY	Eliminated in pass 4.	0	0.00%
LOU ANN BASSAN		2467	8.85%
WRITE-IN	Eliminated in pass 1.	0	0.00%
	Continuing Ballots	27885	
Exhausted by Over Votes		183	
Under Votes		2814	
Exhausted Ballots		530	
	Total Ballots	31412	

Eliminated Candidates - Pass 5

Candidate	Votes
LOU ANN BASSAN	2467

Vote Changes - Pass 5

From	To	Exhausted	Transferred
LOU ANN BASSAN	Exhausted Ballots	781	0
LOU ANN BASSAN	Over Votes	3	0
LOU ANN BASSAN	ARTHUR TOM	0	447
LOU ANN BASSAN	GORDON MAR	0	305
LOU ANN BASSAN	JESSICA HO	0	448
LOU ANN BASSAN	TREVOR MCNEIL	0	483
	Total	784	1683

Final State

Candidate		Votes	% Vote
JESSICA HO		8306	30.65%
ADAM KIM	Eliminated in pass 2.	0	0.00%
TUAN NGUYEN	Eliminated in pass 3.	0	0.00%
ARTHUR TOM		3187	11.76%
TREVOR MCNEIL		4470	16.49%
GORDON MAR		11138	41.10%
MIKE MURPHY	Eliminated in pass 4.	0	0.00%
LOU ANN BASSAN	Eliminated in pass 5.	0	0.00%
WRITE-IN	Eliminated in pass 1.	0	0.00%
	Continuing Ballots	27101	
Exhausted by Over Votes		186	
Under Votes		2814	
Exhausted Ballots		1311	
	Total Ballots	31412	

RCV Results Report

Customer Name: The City and County of San Francisco Election Date: 11/6/2018
 Election Name: SFC_20181106_E Run Date: 11/27/2018
 Contest: Board of Supervisors, District 4 Load Type: Complete

Run Id: 144 - Pass 6

Pass Number: 6

Initial State

Candidate		Votes	% Vote
JESSICA HO		8306	30.65%
ADAM KIM	Eliminated in pass 2.	0	0.00%
TUAN NGUYEN	Eliminated in pass 3.	0	0.00%
ARTHUR TOM		3187	11.76%
TREVOR MCNEIL		4470	16.49%
GORDON MAR		11138	41.10%
MIKE MURPHY	Eliminated in pass 4.	0	0.00%
LOU ANN BASSAN	Eliminated in pass 5.	0	0.00%
WRITE-IN	Eliminated in pass 1.	0	0.00%
	Continuing Ballots	27101	
Exhausted by Over Votes		186	
Under Votes		2814	
Exhausted Ballots		1311	
	Total Ballots	31412	

Eliminated Candidates - Pass 6

Candidate	Votes
ARTHUR TOM	3187

Vote Changes - Pass 6

From	To	Exhausted	Transferred
ARTHUR TOM	Exhausted Ballots	1227	0
ARTHUR TOM	Over Votes	3	0
ARTHUR TOM	GORDON MAR	0	665
ARTHUR TOM	JESSICA HO	0	707
ARTHUR TOM	TREVOR MCNEIL	0	585
	Total	1230	1957

Final State

Candidate		Votes	% Vote
JESSICA HO		9013	34.84%
ADAM KIM	Eliminated in pass 2.	0	0.00%
TUAN NGUYEN	Eliminated in pass 3.	0	0.00%
ARTHUR TOM	Eliminated in pass 6.	0	0.00%
TREVOR MCNEIL		5055	19.54%
GORDON MAR		11803	45.62%
MIKE MURPHY	Eliminated in pass 4.	0	0.00%
LOU ANN BASSAN	Eliminated in pass 5.	0	0.00%
WRITE-IN	Eliminated in pass 1.	0	0.00%
	Continuing Ballots	25871	
Exhausted by Over Votes		189	
Under Votes		2814	
Exhausted Ballots		2538	
	Total Ballots	31412	

RCV Results Report

Customer Name: The City and County of San Francisco Election Date: 11/6/2018
 Election Name: SFC_20181106_E Run Date: 11/27/2018
 Contest: Board of Supervisors, District 4 Load Type: Complete

Run Id: 144 - Pass 7

Pass Number: 7

Initial State

Candidate		Votes	% Vote
JESSICA HO		9013	34.84%
ADAM KIM	Eliminated in pass 2.	0	0.00%
TUAN NGUYEN	Eliminated in pass 3.	0	0.00%
ARTHUR TOM	Eliminated in pass 6.	0	0.00%
TREVOR MCNEIL		5055	19.54%
GORDON MAR		11803	45.62%
MIKE MURPHY	Eliminated in pass 4.	0	0.00%
LOU ANN BASSAN	Eliminated in pass 5.	0	0.00%
WRITE-IN	Eliminated in pass 1.	0	0.00%
	Continuing Ballots	25871	
Exhausted by Over Votes		189	
Under Votes		2814	
Exhausted Ballots		2538	
	Total Ballots	31412	

Eliminated Candidates - Pass 7

Candidate	Votes
TREVOR MCNEIL	5055

Vote Changes - Pass 7

From	To	Exhausted	Transferred
TREVOR MCNEIL	Exhausted Ballots	2540	0
TREVOR MCNEIL	Over Votes	11	0
TREVOR MCNEIL	GORDON MAR	0	1452
TREVOR MCNEIL	JESSICA HO	0	1052
	Total	2551	2504

Final State			
Candidate		Votes	% Vote
JESSICA HO		10065	43.16%
ADAM KIM	Eliminated in pass 2.	0	0.00%
TUAN NGUYEN	Eliminated in pass 3.	0	0.00%
ARTHUR TOM	Eliminated in pass 6.	0	0.00%
TREVOR MCNEIL	Eliminated in pass 7.	0	0.00%
GORDON MAR	** WINNER **	13255	56.84%
MIKE MURPHY	Eliminated in pass 4.	0	0.00%
LOU ANN BASSAN	Eliminated in pass 5.	0	0.00%
WRITE-IN	Eliminated in pass 1.	0	0.00%
	Continuing Ballots	23320	
Exhausted by Over Votes		200	
Under Votes		2814	
Exhausted Ballots		5078	
	Total Ballots	31412	

Ranked Choice Voting Results Table

Contest: **Board of Supervisors, District 10**

Load Type: **Complete**

	Round 1			Round 2			Round 3			Round 4			Round 5			Round 6			Round 7		
	Votes	%	Transfer	Votes	%	Transfer	Votes	%	Transfer	Votes	%	Transfer	Votes	%	Transfer	Votes	%	Transfer	Votes	%	Transfer
ASALE CHANDLER	802	3.46%	0	802	3.46%	+1	803	3.46%	-803	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0
UZURI PEASE-GREENE	1311	5.65%	0	1311	5.65%	+3	1314	5.67%	+102	1416	6.15%	+160	1576	6.93%	-1576	0	0.00%	0	0	0.00%	0
TONY KELLY	5679	24.48%	0	5679	24.48%	+8	5687	24.53%	+132	5819	25.25%	+273	6092	26.77%	+448	6540	29.30%	+1084	7624	36.93%	0
SHAMANN WALTON	9585	41.33%	0	9585	41.33%	+6	9591	41.37%	+113	9704	42.12%	+241	9945	43.70%	+447	10392	46.56%	+2631	13023	63.07%	0
THEO ELLINGTON	4820	20.78%	0	4820	20.78%	+5	4825	20.81%	+93	4918	21.34%	+225	5143	22.60%	+244	5387	24.14%	-5387	0	0.00%	0
GLORIA BERRY	966	4.16%	0	966	4.16%	0	966	4.17%	+218	1184	5.14%	-1184	0	0.00%	0	0	0.00%	0	0	0.00%	0
WRITE-IN	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0
WRITE-IN NEO VEAVEA	31	0.13%	0	31	0.13%	-31	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0
Exhausted by Over Votes	156		0	156		0	156		+3	159		+3	162		+4	166		+11	177		0
Under Votes	2907		0	2907		0	2907		0	2907		0	2907		0	2907		0	2907		0
Exhausted Ballots	0		0	0		+8	8		+142	150		+282	432		+433	865		+1661	2526		0
Continuing Ballots	23194	100.00%		23194	100.00%		23186	100.00%		23041	100.00%		22756	100.00%		22319	100.00%		20647	100.00%	
TOTAL	26257		0	26257		0	26257		0	26257		0	26257		0	26257		0	26257		0
REMARKS	*Tie resolved in accordance with election law.																				

RCV Results Report

Customer Name: The City and County of San Francisco Election Date: 11/6/2018
Election Name: SFC_20181106_E Run Date: 11/27/2018
Contest: Board of Supervisors, District 10 Load Type: Complete

Run Id: 147 - Pass 0

Pass Number: 0

Final State

Candidate	Votes	% Vote
ASALE CHANDLER	802	3.46%
UZURI PEASE-GREENE	1311	5.65%
TONY KELLY	5679	24.48%
SHAMANN WALTON	9585	41.33%
THEO ELLINGTON	4820	20.78%
GLORIA BERRY	966	4.16%
WRITE-IN	0	0.00%
WRITE-IN NEO VEAVEA	31	0.13%
	Continuing Ballots	23194
Exhausted by Over Votes	156	
Under Votes	2907	
Exhausted Ballots	0	
	Total Ballots	26257

RCV Results Report

Customer Name: The City and County of San Francisco Election Date: 11/6/2018
 Election Name: SFC_20181106_E Run Date: 11/27/2018
 Contest: Board of Supervisors, District 10 Load Type: Complete

Run Id: 147 - Pass 1

Pass Number: 1

Initial State

Candidate	Votes	% Vote
ASALE CHANDLER	802	3.46%
UZURI PEASE-GREENE	1311	5.65%
TONY KELLY	5679	24.48%
SHAMANN WALTON	9585	41.33%
THEO ELLINGTON	4820	20.78%
GLORIA BERRY	966	4.16%
WRITE-IN	0	0.00%
WRITE-IN NEO VEAVEA	31	0.13%
Continuing Ballots	23194	
Exhausted by Over Votes	156	
Under Votes	2907	
Exhausted Ballots	0	
Total Ballots	26257	

Eliminated Candidates - Pass 1

Candidate	Votes
WRITE-IN	0

Final State		
Candidate	Votes	% Vote
ASALE CHANDLER	802	3.46%
UZURI PEASE-GREENE	1311	5.65%
TONY KELLY	5679	24.48%
SHAMANN WALTON	9585	41.33%
THEO ELLINGTON	4820	20.78%
GLORIA BERRY	966	4.16%
WRITE-IN	Eliminated in pass 1.	0
WRITE-IN NEO VEAVEA	31	0.13%
	Continuing Ballots	23194
Exhausted by Over Votes		156
Under Votes		2907
Exhausted Ballots		0
	Total Ballots	26257

RCV Results Report

Customer Name: The City and County of San Francisco Election Date: 11/6/2018
 Election Name: SFC_20181106_E Run Date: 11/27/2018
 Contest: Board of Supervisors, District 10 Load Type: Complete

Run Id: 147 - Pass 2

Pass Number: 2

Initial State

Candidate	Votes	% Vote
ASALE CHANDLER	802	3.46%
UZURI PEASE-GREENE	1311	5.65%
TONY KELLY	5679	24.48%
SHAMANN WALTON	9585	41.33%
THEO ELLINGTON	4820	20.78%
GLORIA BERRY	966	4.16%
WRITE-IN	Eliminated in pass 1.	0
WRITE-IN NEO VEAVEA	31	0.13%
Continuing Ballots		23194
Exhausted by Over Votes	156	
Under Votes	2907	
Exhausted Ballots	0	
Total Ballots		26257

Eliminated Candidates - Pass 2

Candidate	Votes
WRITE-IN NEO VEAVEA	31

Vote Changes - Pass 2

From	To	Exhausted	Transferred
WRITE-IN NEO VEAVEA	Exhausted Ballots	8	0
WRITE-IN NEO VEAVEA	ASALE CHANDLER	0	1
WRITE-IN NEO VEAVEA	SHAMANN WALTON	0	6
WRITE-IN NEO VEAVEA	THEO ELLINGTON	0	5
WRITE-IN NEO VEAVEA	TONY KELLY	0	8
WRITE-IN NEO VEAVEA	UZURI PEASE-GREENE	0	3
Total		8	23

Final State			
Candidate		Votes	% Vote
ASALE CHANDLER		803	3.46%
UZURI PEASE-GREENE		1314	5.67%
TONY KELLY		5687	24.53%
SHAMANN WALTON		9591	41.37%
THEO ELLINGTON		4825	20.81%
GLORIA BERRY		966	4.17%
WRITE-IN	Eliminated in pass 1.	0	0.00%
WRITE-IN NEO VEAVEA	Eliminated in pass 2.	0	0.00%
	Continuing Ballots	23186	
Exhausted by Over Votes		156	
Under Votes		2907	
Exhausted Ballots		8	
	Total Ballots	26257	

RCV Results Report

Customer Name: The City and County of San Francisco Election Date: 11/6/2018
 Election Name: SFC_20181106_E Run Date: 11/27/2018
 Contest: Board of Supervisors, District 10 Load Type: Complete

Run Id: 147 - Pass 3

Pass Number: 3

Initial State

Candidate	Votes	% Vote
ASALE CHANDLER	803	3.46%
UZURI PEASE-GREENE	1314	5.67%
TONY KELLY	5687	24.53%
SHAMANN WALTON	9591	41.37%
THEO ELLINGTON	4825	20.81%
GLORIA BERRY	966	4.17%
WRITE-IN	Eliminated in pass 1.	0
WRITE-IN NEO VEAVEA	Eliminated in pass 2.	0
	Continuing Ballots	23186
Exhausted by Over Votes	156	
Under Votes	2907	
Exhausted Ballots	8	
	Total Ballots	26257

Eliminated Candidates - Pass 3

Candidate	Votes
ASALE CHANDLER	803

Vote Changes - Pass 3

From	To	Exhausted	Transferred
ASALE CHANDLER	Exhausted Ballots	142	0
ASALE CHANDLER	Over Votes	3	0
ASALE CHANDLER	GLORIA BERRY	0	218
ASALE CHANDLER	SHAMANN WALTON	0	113
ASALE CHANDLER	THEO ELLINGTON	0	93
ASALE CHANDLER	TONY KELLY	0	132
ASALE CHANDLER	UZURI PEASE-GREENE	0	102
	Total	145	658

Final State

Candidate		Votes	% Vote
ASALE CHANDLER	Eliminated in pass 3.	0	0.00%
UZURI PEASE-GREENE		1416	6.15%
TONY KELLY		5819	25.25%
SHAMANN WALTON		9704	42.12%
THEO ELLINGTON		4918	21.34%
GLORIA BERRY		1184	5.14%
WRITE-IN	Eliminated in pass 1.	0	0.00%
WRITE-IN NEO VEAVEA	Eliminated in pass 2.	0	0.00%
	Continuing Ballots	23041	
Exhausted by Over Votes		159	
Under Votes		2907	
Exhausted Ballots		150	
	Total Ballots	26257	

RCV Results Report

Customer Name: The City and County of San Francisco Election Date: 11/6/2018
 Election Name: SFC_20181106_E Run Date: 11/27/2018
 Contest: Board of Supervisors, District 10 Load Type: Complete

Run Id: 147 - Pass 4

Pass Number: 4

Initial State

Candidate		Votes	% Vote
ASALE CHANDLER	Eliminated in pass 3.	0	0.00%
UZURI PEASE-GREENE		1416	6.15%
TONY KELLY		5819	25.25%
SHAMANN WALTON		9704	42.12%
THEO ELLINGTON		4918	21.34%
GLORIA BERRY		1184	5.14%
WRITE-IN	Eliminated in pass 1.	0	0.00%
WRITE-IN NEO VEAVEA	Eliminated in pass 2.	0	0.00%
	Continuing Ballots	23041	
Exhausted by Over Votes		159	
Under Votes		2907	
Exhausted Ballots		150	
	Total Ballots	26257	

Eliminated Candidates - Pass 4

Candidate	Votes
GLORIA BERRY	1184

Vote Changes - Pass 4

From	To	Exhausted	Transferred
GLORIA BERRY	Exhausted Ballots	282	0
GLORIA BERRY	Over Votes	3	0
GLORIA BERRY	SHAMANN WALTON	0	241
GLORIA BERRY	THEO ELLINGTON	0	225
GLORIA BERRY	TONY KELLY	0	273
GLORIA BERRY	UZURI PEASE-GREENE	0	160
	Total	285	899

Final State			
Candidate		Votes	% Vote
ASALE CHANDLER	Eliminated in pass 3.	0	0.00%
UZURI PEASE-GREENE		1576	6.93%
TONY KELLY		6092	26.77%
SHAMANN WALTON		9945	43.70%
THEO ELLINGTON		5143	22.60%
GLORIA BERRY	Eliminated in pass 4.	0	0.00%
WRITE-IN	Eliminated in pass 1.	0	0.00%
WRITE-IN NEO VEAVEA	Eliminated in pass 2.	0	0.00%
	Continuing Ballots	22756	
Exhausted by Over Votes		162	
Under Votes		2907	
Exhausted Ballots		432	
	Total Ballots	26257	

RCV Results Report

Customer Name: The City and County of San Francisco Election Date: 11/6/2018
 Election Name: SFC_20181106_E Run Date: 11/27/2018
 Contest: Board of Supervisors, District 10 Load Type: Complete

Run Id: 147 - Pass 5

Pass Number: 5

Initial State

Candidate		Votes	% Vote
ASALE CHANDLER	Eliminated in pass 3.	0	0.00%
UZURI PEASE-GREENE		1576	6.93%
TONY KELLY		6092	26.77%
SHAMANN WALTON		9945	43.70%
THEO ELLINGTON		5143	22.60%
GLORIA BERRY	Eliminated in pass 4.	0	0.00%
WRITE-IN	Eliminated in pass 1.	0	0.00%
WRITE-IN NEO VEAVEA	Eliminated in pass 2.	0	0.00%
Continuing Ballots		22756	
Exhausted by Over Votes		162	
Under Votes		2907	
Exhausted Ballots		432	
Total Ballots		26257	

Eliminated Candidates - Pass 5

Candidate	Votes
UZURI PEASE-GREENE	1576

Vote Changes - Pass 5

From	To	Exhausted	Transferred
UZURI PEASE-GREENE	Exhausted Ballots	433	0
UZURI PEASE-GREENE	Over Votes	4	0
UZURI PEASE-GREENE	SHAMANN WALTON	0	447
UZURI PEASE-GREENE	THEO ELLINGTON	0	244
UZURI PEASE-GREENE	TONY KELLY	0	448
Total		437	1139

Final State			
Candidate		Votes	% Vote
ASALE CHANDLER	Eliminated in pass 3.	0	0.00%
UZURI PEASE-GREENE	Eliminated in pass 5.	0	0.00%
TONY KELLY		6540	29.30%
SHAMANN WALTON		10392	46.56%
THEO ELLINGTON		5387	24.14%
GLORIA BERRY	Eliminated in pass 4.	0	0.00%
WRITE-IN	Eliminated in pass 1.	0	0.00%
WRITE-IN NEO VEAVEA	Eliminated in pass 2.	0	0.00%
	Continuing Ballots	22319	
Exhausted by Over Votes		166	
Under Votes		2907	
Exhausted Ballots		865	
	Total Ballots	26257	

RCV Results Report

Customer Name: The City and County of San Francisco Election Date: 11/6/2018
 Election Name: SFC_20181106_E Run Date: 11/27/2018
 Contest: Board of Supervisors, District 10 Load Type: Complete

Run Id: 147 - Pass 6

Pass Number: 6

Initial State

Candidate		Votes	% Vote
ASALE CHANDLER	Eliminated in pass 3.	0	0.00%
UZURI PEASE-GREENE	Eliminated in pass 5.	0	0.00%
TONY KELLY		6540	29.30%
SHAMANN WALTON		10392	46.56%
THEO ELLINGTON		5387	24.14%
GLORIA BERRY	Eliminated in pass 4.	0	0.00%
WRITE-IN	Eliminated in pass 1.	0	0.00%
WRITE-IN NEO VEAVEA	Eliminated in pass 2.	0	0.00%
	Continuing Ballots	22319	
Exhausted by Over Votes		166	
Under Votes		2907	
Exhausted Ballots		865	
	Total Ballots	26257	

Eliminated Candidates - Pass 6

Candidate	Votes
THEO ELLINGTON	5387

Vote Changes - Pass 6

From	To	Exhausted	Transferred
THEO ELLINGTON	Exhausted Ballots	1661	0
THEO ELLINGTON	Over Votes	11	0
THEO ELLINGTON	SHAMANN WALTON	0	2631
THEO ELLINGTON	TONY KELLY	0	1084
	Total	1672	3715

Final State

Candidate		Votes	% Vote
ASALE CHANDLER	Eliminated in pass 3.	0	0.00%
UZURI PEASE-GREENE	Eliminated in pass 5.	0	0.00%
TONY KELLY		7624	36.93%
SHAMANN WALTON	** WINNER **	13023	63.07%
THEO ELLINGTON	Eliminated in pass 6.	0	0.00%
GLORIA BERRY	Eliminated in pass 4.	0	0.00%
WRITE-IN	Eliminated in pass 1.	0	0.00%
WRITE-IN NEO VEAVEA	Eliminated in pass 2.	0	0.00%
	Continuing Ballots	20647	
Exhausted by Over Votes		177	
Under Votes		2907	
Exhausted Ballots		2526	
	Total Ballots	26257	

From: [Major, Erica \(BOS\)](#)
To: [Board of Supervisors, \(BOS\)](#)
Subject: RE: Eliminating parking requirements for new buildings
Date: Tuesday, December 04, 2018 2:18:44 PM

Filed.

Erica Major
Assistant Clerk
Board of Supervisors
1 Dr. Carlton B. Goodlett Place, City Hall, Room 244 San Francisco, CA 94102
Phone: (415) 554-4441 | Fax: (415) 554-5163
Erica.Major@sfgov.org | www.sfbos.org

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

From: Board of Supervisors, (BOS)
Sent: Tuesday, December 04, 2018 2:14 PM
To: BOS-Supervisors <bos-supervisors@sfgov.org>; Major, Erica (BOS) <erica.major@sfgov.org>
Subject: FW: Eliminating parking requirements for new buildings

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

From: Marilyn Obedzinski <marobski@icloud.com>
Sent: Tuesday, December 04, 2018 2:13 PM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: Eliminating parking requirements for new buildings

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

I live in Noe Valley and have resided there for 34 years. I have been a resident of San Francisco for 43 years. I am part owner of my home and must park on the street as my garage is used by another in the house. Parking has gotten exceedingly more difficult with the addition of multi unit buildings without parking spaces for cars. Bike rental stations have also eaten into the number of available street spaces. Given that there are fewer space available , I see more cars partially parked in my and my neighbors driveways which is a nasty inconvenience.

I need my car for commitments I have outside the city. I do use Muni frequently, but it is not the safe and efficient system they claim to be. At my age, approaching 70, I am not about to learn to ride a bicycle on the streets of San Francisco since I am most likely wouldn't survive.

I urge you not to pass this legislation which eliminates parking requirements for new buildings. I see it as an ageist policy which will just make things even more difficult for seniors in general. Please vote against this policy.

Sincerely,

Marilyn Obedzinski
575 Jersey Street
San Francisco, Ca. 94114

Sent from my iPad

From: [Major, Erica \(BOS\)](#)
To: [Board of Supervisors, \(BOS\)](#)
Subject: RE: minimum parking requirement planning code change
Date: Tuesday, December 04, 2018 2:19:15 PM
Attachments: [image001.png](#)

Filed.

Erica Major
Assistant Clerk

Board of Supervisors

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

Phone: (415) 554-4441 | Fax: (415) 554-5163

Erica.Major@sfgov.org | www.sfbos.org



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From: Board of Supervisors, (BOS)
Sent: Tuesday, December 04, 2018 2:15 PM
To: BOS-Supervisors <bos-supervisors@sfgov.org>; Major, Erica (BOS) <erica.major@sfgov.org>
Subject: FW: minimum parking requirement planning code change

From: marilyn obedzinski <marobski@gmail.com>
Sent: Monday, December 03, 2018 6:22 PM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: minimum parking requirement planning code change

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

Hello. I have been a resident of San Francisco for 43 years and have lived in Noe Valley for the last 34 years. I am part owner of a home with a one car garage. I must park on the street because the other owner uses the garage. I want to express grave concern over the city planning code change that would eliminate minimum parking space requirements for new buildings. I realize that this has already happened in practice in many neighborhoods much to the detriment of those who must park

on the street. Along with the growth of rental bike parking stations, my small street has eliminated many parking spaces without offering alternatives. Last year a single family home on 24th street was turned into a 5 unit building with only spaces for bikes.

At my age (approaching 70) I am not going to learn how to ride a bike in SF because I am not sure I would survive! I do use Muni but it is not the safe, efficient system they claim to be. I do need my car for weekly commitments outside of the city and of course, I do need to park the car when I come home. I cannot park in my driveway because that will block the sidewalk. Given the lack of parking spaces available I notice that more people are blocking my and my neighbors driveways by parking in spaces that are clearly too small. This becomes a nasty inconvenience, not easily corrected. I consider the efforts to eliminate parking spaces to be ageist and would ask you to vote no on such a code change. Thank you for your consideration.

Sincerely,
Marilyn Obedzinski
575 Jersey Street
San Francisco, Ca 94114

From: [Major, Erica \(BOS\)](#)
To: [Board of Supervisors, \(BOS\)](#)
Subject: RE: SFLCV supports eliminating minimum parking requirements
Date: Tuesday, December 04, 2018 2:18:54 PM
Attachments: [image001.png](#)

Filed.

Erica Major
Assistant Clerk

Board of Supervisors

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

Phone: (415) 554-4441 | Fax: (415) 554-5163

Erica.Major@sfgov.org | www.sfbos.org



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From: Board of Supervisors, (BOS)
Sent: Tuesday, December 04, 2018 2:14 PM
To: Major, Erica (BOS) <erica.major@sfgov.org>
Subject: FW: SFLCV supports eliminating minimum parking requirements

From: Kristina Pappas <kristina.pappas@gmail.com>
Sent: Tuesday, December 04, 2018 10:02 AM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>; Brown, Vallie (BOS) <vallie.brown@sfgov.org>; Cohen, Malia (BOS) <malia.cohen@sfgov.org>; Fewer, Sandra (BOS) <sandra.fewer@sfgov.org>; Kim, Jane (BOS) <jane.kim@sfgov.org>; Mandelman, Rafael (BOS) <rafael.mandelman@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Ronen, Hillary <hillary.ronen@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>; Stefani, Catherine (BOS) <catherine.stefani@sfgov.org>; Tang, Katy (BOS) <katy.tang@sfgov.org>; Yee, Norman (BOS) <norman.yee@sfgov.org>
Cc: Tom Radulovich <tom@livablecity.org>
Subject: SFLCV supports eliminating minimum parking requirements

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Dear Supervisors,

The San Francisco League of Conservation Voters strongly supports the Planning Commission's recommendation, and Supervisor Kim's legislation, to remove minimum parking requirements from SF Planning Code.

Minimum parking requirements:

- Increase auto traffic, pollution and congestion;
- Make housing more expensive to build, to rent, and to buy;
- Replace storefronts, walk-up housing, front gardens, and street trees with garage doors and driveways.

Eliminating minimum parking requirements doesn't force a decision on cars at all; it simply allows developers to decide whether and how much parking to include on site, according to market demand.

San Francisco's biggest challenges include providing sufficient and affordable homes for all, and ensuring a healthy environment we can depend on. The two are closely related. Eliminating minimum parking requirements helps address our housing goals and our climate goals as well. We look forward to your leadership on this.

Sincerely,
Kristina Pappas
President, San Francisco League of Conservation Voters

--

Kristina Pappas
415.812.3128

From: [Tom Lippe](#)
To: [Board of Supervisors, \(BOS\)](#)
Cc: ["Paul Phillips"](#)
Subject: Central SoMa Plan and EIR (SCH NO. 2013042070). 11/27/18 Agenda Items 14-18; Request for Supplemental EIR
Date: Tuesday, November 27, 2018 9:56:40 AM

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Dear Clerk of the San Francisco Board of Supervisors:

I write on behalf of Paul Phillips, Genia Phillips and Gina Cariaga, to object to the Board approving the Central SoMa Plan and to request that the Board require the Planning Department to prepare a Supplemental EIR to address the significant new information presented in the Transportation Network Companies and Congestion Report, as requested in Richard Drury's letter dated October 18, 2018 and as further supported by Daniel Smith's November 26, 2018 letter to Mark Wolfe, which Mr. Wolfe and Mr. Phillips separately submitted to the Board of Supervisors on November 26, 2018.

I also write to supplement Mr. Drury's October 18, 2018, letter, which states: "Mr. Smith points out the San Francisco County Transportation Authority studies showed that ride-hailing services have a significant adverse impact on traffic."

Mr. Smith's April 12, 2018, comment letter on the FEIR at page 7, states:

"While reviewing the responses to our own comments, our attention was drawn to Response TR-7 which replies to the comments of others regarding the impacts of Transportation Network Companies ("TNCs"). The response devotes four and two-thirds pages discussing research on TNCs (two San Francisco Municipal Transportation Authority documents and one elsewhere) and then concludes that a) while TNC reliance might cause an increase in VMT over that predicted in the study, there would have to be an enormous use of TNCs to impact VMT significantly, b) traffic congestion in the area would naturally limit TNC use and c) the City doesn't know enough about TNCs yet at the time the response was written to more substantively address the impacts of TNCs in this EIR. This facile dodge ignores several salient pieces of evidence in the research it cites.

Considering all auto mode trips that have origin, destination or both in San Francisco, TNCs went from 0 percent in 2013 to 1 percent in 2014, jumped to 2 percent in 2016 and doubled to percent in 2017 . So the trend is that use of this mode in San Francisco is continuing increase.

TNCs (9%) and taxis (1%) account for 10 percent of all weekday person trips that are internal to San Francisco . In the AM and PM weekday commute peak hours, they account for 25 and 26 percent respectively of all vehicle trips internal to San Francisco that originate or are destined in SoMa . On weekdays 21 percent of all TNC VMT is out-of-service travel . In other words, a trip by TNC generates 21 percent more VMT than if the passenger drove them self.

Some 22 percent of TNC travel is induced; that is to say, 22 percent of trips by TNC wouldn't

be made at all if services by TNC were not available. And 39 percent of TNC trips are ones that otherwise would have been made by walking, bicycle or transit .

In summary, there is substantial evidence that the proliferation of reliance on TNC services could substantially alter the subject EIR's findings and conclusions with respect to transportation impacts. Rather than pleading insufficient information and ignoring the issue as Response TR-7 proposes and rushing to certify the EIR, the City should take the time to draw measured conclusions about TNC service impacts.”

Thus, as Mr. Drury concluded: “A Supplemental EIR is required to analyze the impact of ride-hailing services on traffic congestion, and related air pollution and pedestrian safety impacts. The San Francisco County Transportation Authority study constitutes significant new information that must be analyzed in a supplemental EIR to propose feasible means to mitigate the Plan's significant traffic impacts.”

Thank you for bringing this email to the attention of the Board of Supervisors and including it in the record of proceedings for this project.

Sincerely,
Tom Lippe

Law Offices of Thomas N. Lippe APC
201 Mission St., 12th Floor
San Francisco, CA 94105
Tel 415 777-5604 x 1
Fax 415 777-5606
e-mail: lippelaw@sonic.net
Web: www.lippelaw.com



November 26, 2018

Mr. Mark Wolfe
M. R. Wolfe & Associates
555 Sutter Street, Suite 405
San Francisco, CA 94102

Subject: TNCs & Congestion Report and Central SoMa Plan EIR Conclusions

Dear Mr. Wolfe:

Per your request, I have reviewed the San Francisco Planning Department (the "SFPD") Memo of November 8, 2018 to San Francisco Planning Commissioners and Board of Supervisors responding (the "SFPD 11-8 response memo") to letters requesting a Supplemental Environmental Impact Report for the Central SoMa Plan (the "Project"). My qualifications to perform this review include registration as a Civil and Traffic Engineer in California and 50 years of consulting practice in traffic and transportation engineering. I have both prepared and reviewed the traffic and transportation components of numerous CEQA environmental documents. My professional resume is attached herewith.

Background

The basis of the requests for a Supplemental EIR on the Project is that the San Francisco County Transportation Authority's ("SFCTA") publication October 2018 publication *Transportation Network Companies and Congestion Report* ("TNCs & Congestion Report") constitutes new information of substantial importance, which was not known and could not have been known with exercise of reasonable diligence at the time the previous EIR was certified as complete and that shows significant effects previously examined will be substantially more severe than shown in the previous EIR.

The Key Issue

The TNCs & Congestion Report demonstrates how TNCs have had a transformative effect on the ways residents and workers travel in San Francisco. What the TNCs & Congestion Report shows, which SFPD 11-8 response memo admits on pages 1 and 2, is that, due to use of TNC services and the TNC vehicles circulating while waiting or traveling to respond to their next service call, TNC's generate about equal VMT to that which would have been generated by all the population and employment growth that occurred between 2010 and 2016 if TNCs did not exist. The SF-Champ transportation model, which the Project's EIR assumptions about trip generation, origin-destination patterns, mode choice and ultimately VMT generation, was validated on 2010 data, a time when TNC services were nonexistent. What this demonstrates is that the post-2016 travel patterns and choices of the post-2016 resident and job-holder population in the Project study area are undeniably radically different from the assumptions and traffic model outputs the Project EIR relied on, most explicitly in significantly increasing VMT generated per capita resident and per capita jobholder. The TNC's & Congestion Report also presents compelling new evidence of radically increased congestion and delay that has implications for transit impacts, emergency service impacts, impacts on pedestrians and bicyclists and other important considerations.

Inadequacy of the SFPD 11-8 Response Memo

The essence of the SFPD 11-8 response memo's claim that a Supplemental EIR is not needed is that the TNC's & Congestion Report has not handed the Planning Department neat computations of how much VMT each resident or job in Central SoMa creates and computations of how much the indicators of congestion increases the TNC's & Congestion Report did compile directly impact transit, emergency vehicles and other considerations. That is exactly why a Supplemental EIR is needed – to find and disclose those things and disclose what the impacts of the Central SoMa Plan are in light the strong evidence of the existing radically altered travel behavior from that assumed in the current EIR analysis. The circular logic employed in the SFPD 11-8 response memo is indicative of a rush to adopt this Plan regardless of how flawed this Plan's EIR may be and the lack of the good faith effort to disclose impact that CEQA demands.

Conclusion

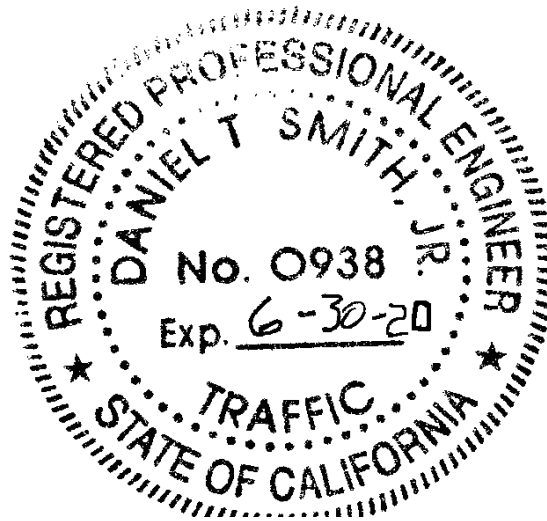
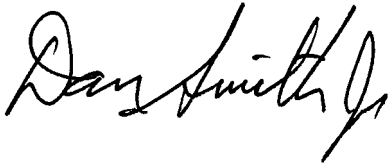
FEIR Response to Comments response TR-7, in addressing the potential for TNCs to increase per resident and per employee VMT per capita states at Response page 154, *"it is highly unlikely that the VMT estimates would increase to a level such that the Project's VMT impacts would be significant."* However, the TNCs & Congestion Report provides direct evidence that TNCs have increased per capita VMT in areas like Central SoMa to levels that, more likely

Mr. Mark Wolfe
November 26, 2018
Page 3

than not would increase to levels that would be significant. Hence, a Supplemental EIR must be prepared.

Sincerely,

Smith Engineering & Management
A California Corporation



Daniel T. Smith Jr., P.E.
President

Attachments:
Resume of Daniel T. Smith Jr., P.E.



SMITH ENGINEERING & MANAGEMENT

DANIEL T. SMITH, Jr.
President

EDUCATION

Bachelor of Science, Engineering and Applied Science, Yale University, 1967
Master of Science, Transportation Planning, University of California, Berkeley, 1968

PROFESSIONAL REGISTRATION

California No. 21913 (Civil) Nevada No. 7969 (Civil) Washington No. 29337 (Civil)
California No. 938 (Traffic) Arizona No. 22131 (Civil)

PROFESSIONAL EXPERIENCE

Smith Engineering & Management, 1993 to present. President.
DKS Associates, 1979 to 1993. Founder, Vice President, Principal Transportation Engineer.
De Leuw, Cather & Company, 1968 to 1979. Senior Transportation Planner.
Personal specialties and project experience include:

Litigation Consulting. Provides consultation, investigations and expert witness testimony in highway design, transit design and traffic engineering matters including condemnations involving transportation access issues; traffic accidents involving highway design or traffic engineering factors; land use and development matters involving access and transportation impacts; parking and other traffic and transportation matters.

Urban Corridor Studies/Alternatives Analysis. Principal-in-charge for State Route (SR) 102 Feasibility Study, a 35-mile freeway alignment study north of Sacramento. Consultant on I-280 Interstate Transfer Concept Program, San Francisco, an AA/EIS for completion of I-280, demolition of Embarcadero freeway, substitute light rail and commuter rail projects. Principal-in-charge, SR 238 corridor freeway/expressway design/environmental study, Hayward (Calif.) Project manager, Sacramento Northeast Area multi-modal transportation corridor study. Transportation planner for I-80N West Terminal Study, and Harbor Drive Traffic Study, Portland, Oregon. Project manager for design of surface segment of Woodward Corridor LRT, Detroit, Michigan. Directed staff on I-80 National Strategic Corridor Study (Sacramento-San Francisco), US 101-Sonoma freeway operations study, SR 92 freeway operations study, I-880 freeway operations study, SR 152 alignment studies, Sacramento RTD light rail systems study, Tasman Corridor LRT AA/EIS, Fremont-Warm Springs BART extension plan/EIR, SRs 70/99 freeway alternatives study, and Richmond Parkway (SR 93) design study.

Area Transportation Plans. Principal-in charge for transportation element of City of Los Angeles General Plan Framework, shaping nations largest city two decades into 21st century. Project manager for the transportation element of 300-acre Mission Bay development in downtown San Francisco. Mission Bay involves 7 million gsf office/commercial space, 8,500 dwelling units, and community facilities. Transportation features include relocation of commuter rail station; extension of MUNI-Metro LRT; a multi-modal terminal for LRT, commuter rail and local bus; removal of a quarter mile elevated freeway; replacement by new ramps and a boulevard; an internal roadway network overcoming constraints imposed by an internal tidal basin; freeway structures and rail facilities; and concept plans for 20,000 structured parking spaces. Principal-in-charge for circulation plan to accommodate 9 million gsf of office/commercial growth in downtown Bellevue (Wash.). Principal-in-charge for 64 acre, 2 million gsf multi-use complex for FMC adjacent to San Jose International Airport. Project manager for transportation element of Sacramento Capitol Area Plan for the state governmental complex, and for Downtown Sacramento Redevelopment Plan. Project manager for Napa (Calif.) General Plan Circulation Element and Downtown Riverfront Redevelopment Plan, on parking program for downtown Walnut Creek, on downtown transportation plan for San Mateo and redevelopment plan for downtown Mountain View (Calif.), for traffic circulation and safety plans for California cities of Davis, Pleasant Hill and Hayward, and for Salem, Oregon.

TRAFFIC • TRANSPORTATION • MANAGEMENT
5311 Lowry Road, Union City, CA 94587 tel: 510.489.9477 fax: 510.489.9478

Transportation Centers. Project manager for Daly City Intermodal Study which developed a \$7 million surface bus terminal, traffic access, parking and pedestrian circulation improvements at the Daly City BART station plus development of functional plans for a new BART station at Colma. Project manager for design of multi-modal terminal (commuter rail, light rail, bus) at Mission Bay, San Francisco. In Santa Clarita Long Range Transit Development Program, responsible for plan to relocate system's existing timed-transfer hub and development of three satellite transfer hubs. Performed airport ground transportation system evaluations for San Francisco International, Oakland International, Sea-Tac International, Oakland International, Los Angeles International, and San Diego Lindberg.

Campus Transportation. Campus transportation planning assignments for UC Davis, UC Berkeley, UC Santa Cruz and UC San Francisco Medical Center campuses; San Francisco State University; University of San Francisco; and the University of Alaska and others. Also developed master plans for institutional campuses including medical centers, headquarters complexes and research & development facilities.

Special Event Facilities. Evaluations and design studies for football/baseball stadiums, indoor sports arenas, horse and motor racing facilities, theme parks, fairgrounds and convention centers, ski complexes and destination resorts throughout western United States.

Parking. Parking programs and facilities for large area plans and individual sites including downtowns, special event facilities, university and institutional campuses and other large site developments; numerous parking feasibility and operations studies for parking structures and surface facilities; also, resident preferential parking.

Transportation System Management & Traffic Restraint. Project manager on FHWA program to develop techniques and guidelines for neighborhood street traffic limitation. Project manager for Berkeley, (Calif.), Neighborhood Traffic Study, pioneered application of traffic restraint techniques in the U.S. Developed residential traffic plans for Menlo Park, Santa Monica, Santa Cruz, Mill Valley, Oakland, Palo Alto, Piedmont, San Mateo County, Pasadena, Santa Ana and others. Participated in development of photo/radar speed enforcement device and experimented with speed humps. Co-author of Institute of Transportation Engineers reference publication on neighborhood traffic control.

Bicycle Facilities. Project manager to develop an FHWA manual for bicycle facility design and planning, on bikeway plans for Del Mar, (Calif.), the UC Davis and the City of Davis. Consultant to bikeway plans for Eugene, Oregon, Washington, D.C., Buffalo, New York, and Skokie, Illinois. Consultant to U.S. Bureau of Reclamation for development of hydraulically efficient, bicycle safe drainage inlets. Consultant on FHWA research on effective retrofits of undercrossing and overcrossing structures for bicyclists, pedestrians, and handicapped.

MEMBERSHIPS

Institute of Transportation Engineers Transportation Research Board

PUBLICATIONS AND AWARDS

Residential Street Design and Traffic Control, with W. Homburger *et al.* Prentice Hall, 1989.

Co-recipient, Progressive Architecture Citation, *Mission Bay Master Plan*, with I.M. Pei WRT Associated, 1984.

Residential Traffic Management, State of the Art Report, U.S. Department of Transportation, 1979.

Improving the Residential Street Environment, with Donald Appleyard *et al.*, U.S. Department of Transportation, 1979.

Strategic Concepts in Residential Neighborhood Traffic Control, International Symposium on Traffic Control Systems, Berkeley, California, 1979.

Planning and Design of Bicycle Facilities: Pitfalls and New Directions, Transportation Research Board, Research Record 570, 1976.

Co-recipient, Progressive Architecture Award, *Livable Urban Streets, San Francisco Bay Area and London*, with Donald Appleyard, 1979.

From: [Major, Erica \(BOS\)](#)
To: [zrants](#); [Board of Supervisors, \(BOS\)](#)
Cc: [Fewer, Sandra \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Tang, Katy \(BOS\)](#); [Brown, Vallie \(BOS\)](#); [Kim, Jane \(BOS\)](#); [Yee, Norman \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Cohen, Malia \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [MTABoard@sfmta.com](#)
Subject: RE: Comment for Item 8: San Francisco Municipal Transportation Agency - Red Transit-Only Lanes
Date: Monday, December 03, 2018 10:11:09 AM
Attachments: [image001.png](#)

Greetings,

Thank you for your testimony, it has been added to the official Board File No. 180876.

Erica Major
Assistant Clerk

Board of Supervisors

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

Phone: (415) 554-4441 | Fax: (415) 554-5163

Erica.Major@sfgov.org | www.sfbos.org



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From: zrants [mailto:zrants@gmail.com]

Sent: Friday, November 30, 2018 4:22 PM

To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>

Cc: Major, Erica (BOS) <erica.major@sfgov.org>; Fewer, Sandra (BOS) <sandra.fewer@sfgov.org>;

Stefani, Catherine (BOS) <catherine.stefani@sfgov.org>; Peskin, Aaron (BOS)

<aaron.peskin@sfgov.org>; Tang, Katy (BOS) <katy.tang@sfgov.org>; Brown, Vallie (BOS)

<vallie.brown@sfgov.org>; Kim, Jane (BOS) <jane.kim@sfgov.org>; Yee, Norman (BOS)

<norman.yee@sfgov.org>; Mandelman, Rafael (BOS) <rafael.mandelman@sfgov.org>; Ronen, Hillary

<hillary.ronen@sfgov.org>; Cohen, Malia (BOS) <malia.cohen@sfgov.org>; Safai, Ahsha (BOS)

<ahsha.safai@sfgov.org>; MTABoard@sfmta.com

Subject: Comment for Item 8: San Francisco Municipal Transportation Agency - Red Transit-Only Lanes

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November 30, 2018
San Francisco Board of Supervisors
San Francisco City Hall, Room 240
1 Dr. Carlton Goodlett Plaza
SF, CA 94102

Dear Supervisors:

re: Item 8: San Francisco Municipal Transportation Agency - Red Transit-Only Lanes should not be used by private profit entities

First we want to thank Supervisor Fewer for bringing the use of Red Lanes by private enterprises to the hearing. We appreciate all of the efforts all of you have so far made to bring this issue forward and the preliminary work that has been done to put decisions regarding Red Lanes in the hands of the San Francisco Board of Supervisors. For this we are grateful.

Let us also mention that some of the public has attempted for some time to gain information in order to conduct our own research into the corporate entities involved in privatization of our public spaces, and that some our requests for documents have been ignored. We particularly want to request documentation regarding the privatization of our streets and curb spaces by private enterprises that limits public access, while treating these private entities as if they are a public asset working in our behalf.

Not only are the private enterprises applying for preferential treatment on our public transit Red Lanes, but, they are attempting to compete with public transit entities at the SF Airport and on public curb spaces and sidewalks. We see all these issues as one related problem that some are labeling corporatization of public space. Others use less polite terms.

Today we had some particularly disturbing news concerning Lyft and their new role as largest corporate bike share company in the country, as they take possession of the GoBikes. GoBikes appears to have been given carte blanche to take over public curb space. It is time to show some written documentation as proof that Ford/GoBike/Motivate/Lyft has the right to randomly plant bike stands on San Francisco streets and sidewalks.

We have for some time requested documentation and we are once again making this request: Show us the documents that obligate San Francisco to provide the largest corporation in the "bike sharing" industry preferential treatment and access to public spaces.

We call on the Board of Supervisors to assert its power and reaffirm that transit-only lanes are for public transit only vehicles, and we call upon the Board of Supervisors to show us the documents we request as evidence that everyone is acting in good faith regarding the private use of public space for profit.

Sincerely,

Mari Eliza, Concerned Citizen

Attached: copy of letter

From: barry@hermansons.com
To: [Board of Supervisors, \(BOS\)](#)
Cc: [Major, Erica \(BOS\)](#); [Fewer, Sandra \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Tang, Katy \(BOS\)](#); [Brown, Vallie \(BOS\)](#); [Kim, Jane \(BOS\)](#); [Yee, Norman \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Cohen, Malia \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); MTABoard@sfmta.com
Subject: Land Use and Transportation
Date: Wednesday, November 28, 2018 2:59:06 PM

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San Francisco Green Party
25 Fair Oaks Street
San Francisco, CA 94110

Contact: Barry Hermanson
barry@hermansons.com
415-255-9494

November 28, 2018

San Francisco Board of Supervisors
San Francisco City Hall, Room 240
1 Dr. Carlton Goodlett Plaza
SF, CA 94102

Dear Supervisors:

The San Francisco Green Party opposes opening transit-only lanes to private, for-profit buses such as tech shuttle buses, casino buses, tour buses, Chariots, and other vehicles that we cannot yet imagine, without any study to show such permission won't harm MUNI and without compensation to the City for the use of a scarce public resource (city streets).

A system of comprehensive, affordable public transportation is part of our City's effort to combat [income inequality](#) and [climate change](#). Muni offers discount fares to seniors, the disabled, low-income people and youth. Federal law also requires Muni to serve all neighborhoods and demographics equitably -- unlike private services. Moreover, as of 2015 Muni used [less than two percent](#) of all the energy consumed in San Francisco for transportation, making expanded public transportation an ideal option for reducing the City's total carbon emissions.

Dedicated, transit-only lanes are a part of that system, and for years the San Francisco Municipal Transportation Agency (SFMTA) has promoted the creation of transit-only lanes as projects to improve Muni performance. In fact, the first improvement item listed as part of the

[Geary Rapid Project](#) is, “Red, dedicated transit lanes to reduce unpredictable delays.”

Additionally, San Francisco’s population is projected to increase. Ridership on the Geary corridor alone is expected to go from the current average daily count of 54,000 to up to 99,000, according to the [Geary BRT environmental impact report](#). How will the San Francisco Municipal Transportation Agency be able to expand its fleet of public buses to meet growing demand if its public buses are competing for dedicated lane space with private, for-profit vehicles?

Moreover state and local law prohibit access to these lanes by private, for-profit buses. State law defines a “transit bus” as “any bus owned or operated by a publicly owned or operated transit system ...” ([CVC LA.642](#)) It logically follows that transit-only lanes are for transit vehicles. The Board of Supervisors has also passed an ordinance ([Section 7.2.72](#)) forbidding the operation of “a vehicle or any portion of a vehicle within ... a transit-only area.” The SFMTA Board of Directors does not have the authority to pass contradictory legislation.

The San Francisco Green Party calls on the Board of Supervisors to assert its power and reaffirm that transit-only lanes are for public transit only vehicles.

Sincerely,

SFGP County Council

From: [Major, Erica \(BOS\)](#)
To: [Board of Supervisors, \(BOS\)](#); [BOS-Supervisors](#); [Somera, Alisa \(BOS\)](#)
Subject: RE: File # 180876: Transit-Only/Red Lanes
Date: Monday, December 03, 2018 10:14:31 AM
Attachments: [image002.png](#)

Greetings,

Thank you for your testimony, it has been added to the official Board File No. 180876.

Erica Major
Assistant Clerk

Board of Supervisors

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

Phone: (415) 554-4441 | Fax: (415) 554-5163

Erica.Major@sfgov.org | www.sfbos.org



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From: Board of Supervisors, (BOS)
Sent: Friday, November 30, 2018 5:27 PM
To: BOS-Supervisors <bos-supervisors@sfgov.org>; Major, Erica (BOS) <erica.major@sfgov.org>; Somera, Alisa (BOS) <alisa.somera@sfgov.org>
Subject: FW: File # 180876: Transit-Only/Red Lanes

From: Sue Vaughan <selizabethvaughan@gmail.com>
Sent: Friday, November 30, 2018 1:06 PM
To: Tang, Katy (BOS) <katy.tang@sfgov.org>; Kim, Jane (BOS) <jane.kim@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>; Fewer, Sandra (BOS) <sandra.fewer@sfgov.org>
Cc: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: File # 180876: Transit-Only/Red Lanes

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Dear Supervisors,

For good reasons, the SFMTA Board of Directors is legally prohibited from allowing private transportation vehicles (defined as "buses", #1a below, by the California Vehicle Code) from using transit-only/red lanes. Paratransit vehicles (#1 b, below) would also be excluded from using transit-only lanes, as they do not fit the CVC definition of a "transit bus" (#1c, below). In fact, the San Francisco Board of Supervisors incorporated state law on these matters into [Section 7.2.72](#) of Division I (creation of infractions) of the San Francisco Transportation Code in 2018 (#2 below). The law as it is now should settle this matter -- Google buses, Chariots, Academy of Art buses, casino buses, and tour buses have no more legal access to red lanes legislated as transit-only lanes than they have legal access to public bus stops ([CVC 22500.5](#)).

1) State law:

a. California Vehicle Code definition of a *bus* (any vehicle that transports more than 10 people, including the driver):

http://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=VEH§ionNum=233.

b. CVC definition of a *paratransit vehicle*:

http://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=VEH§ionNum=336.

"Vehicles used in the exclusive transportation of disabled persons as defined in Section 99206.5 of the Public Utilities Code, or of persons 55 years of age or older, including any persons necessary to provide assistance to these passengers, are not general public paratransit vehicles."

c. CVC definition of a *transit bus* (a bus owned or operated on behalf of a public transit agency):

http://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?sectionNum=642.&lawCode=VEH

2) Local law/San Francisco Transportation Code/Traffic Regulations:

The San Francisco Transportation Code is divided into Division I and Division II. Division I gives the Board of Supervisors the power to create infractions. Division II is under the jurisdiction of the Board of Directors. Please carefully note [Section 7.2.72](#), passed by the Board of Supervisors in 2018 (when Eric Mar and Aaron Peskin were supervisors) -- the Board of Supervisors has already prohibited operation of any vehicle other than a TRANSIT vehicle in transit-only lanes (red lanes). The SFMTA Board of Directors has no power to preempt the Board of Supervisors on this matter:

□ SEC. 7.2.72. DRIVING IN TRANSIT-ONLY AREA.

To operate a vehicle or any portion of a vehicle within the area of any street designated in [Division II](#) as a transit-only area, except that public transit vehicles and taxicabs, vehicles preparing to make a turn, and vehicles entering into or exiting from a stopped position at the curb may be driven within a transit-only area. (31, 31.2)*

(Amended by Ord. 287-08, File No. 081340, App. 12/5/2008)

Sue Vaughan

From: [Major, Erica \(BOS\)](#)
To: [David Giesen](#); [Kim, Jane \(BOS\)](#); [Tang, Katy \(BOS\)](#); [Safai, Ahsha \(BOS\)](#)
Cc: [Board of Supervisors \(BOS\)](#); [Fewer, Sandra \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Brown, Vallie \(BOS\)](#); [Yee, Norman \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Cohen, Malia \(BOS\)](#); MTABoard@sfmta.com
Subject: RE: Item #180876 – San Francisco Municipal Transportation Agency – Red Transit-Only Lanes
Date: Monday, December 03, 2018 10:14:34 AM
Attachments: [image001.png](#)

Greetings,

Thank you for your testimony, it has been added to the official Board File No. 180876.

Erica Major
Assistant Clerk

Board of Supervisors

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

Phone: (415) 554-4441 | Fax: (415) 554-5163

Erica.Major@sfgov.org | www.sfbos.org



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From: David Giesen [<mailto:info@thecommonssf.org>]

Sent: Saturday, December 01, 2018 1:31 PM

To: Kim, Jane (BOS) <jane.kim@sfgov.org>; Tang, Katy (BOS) <katy.tang@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>

Cc: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>; Major, Erica (BOS) <erica.major@sfgov.org>; Fewer, Sandra (BOS) <sandra.fewer@sfgov.org>; Stefani, Catherine (BOS) <catherine.stefani@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Brown, Vallie (BOS) <vallie.brown@sfgov.org>; Yee, Norman (BOS) <norman.yee@sfgov.org>; Mandelman, Rafael (BOS) <rafael.mandelman@sfgov.org>; Ronen, Hillary <hillary.ronen@sfgov.org>; Cohen, Malia (BOS) <malia.cohen@sfgov.org>; MTABoard@sfmta.com

Subject: Item #180876 – San Francisco Municipal Transportation Agency – Red Transit-Only Lanes

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

Dear Land Use and Transportation Committee Members,

I am writing to urge you to oppose allowing private, for-profit buses such as Chariot, “Google” tech shuttle buses, tour buses, casino-sponsored buses or other such vehicles from operating in the red lanes. Allowing these other vehicles to compete with Muni undermines the City’s efforts to combat climate change and inequality, and will worsen traffic and bus delays.

Muni has made great strides towards energy efficiency, and currently accounts for less than two percent of San Francisco’s transportation energy consumption. Allowing private, diesel-powered vehicles to operate in lanes designed to make Muni more efficient undermines this progress.

Muni serves all San Franciscans regardless of age, race, or income, and offers discounts to seniors and children. Allowing for-profit, segregated buses - which utilize price discrimination to select riders, charge more per ride, and don’t pick up children or people in wheelchairs – to operate in these lanes will slow the public Transit First objectives of the city.

Finally, multiple, unregulated buses using the same lanes and drop-off points during the busy rush-hour times will create unnecessary delays and undermine the purpose of the red lanes. We have a limited amount of space; allowing competing vehicles to operate in these lanes undermines the entire purpose of having them, and will make more difficult Muni maintaining schedule and thus winning ridership. I fear accommodation of for-profit transportation buses will trend towards eventual abandonment of city bus service.

For these reasons, I urge you obey state law which defines a “transit bus” as a “any bus owned or operated by a publicly owned or operated transit system ...” (CVC I.A.642) and oppose allowing any for-profit or company buses from operating in the red lanes.

Thank you,

From: [Major, Erica \(BOS\)](#)
To: [Board of Supervisors, \(BOS\)](#); [BOS-Supervisors](#); [Somera, Alisa \(BOS\)](#)
Subject: RE: Item #180876 – San Francisco Municipal Transportation Agency – Red Transit-Only Lanes
Date: Monday, December 03, 2018 10:14:27 AM
Attachments: [image001.png](#)

Greetings,

Thank you for your testimony, it has been added to the official Board File No. 180876.

Erica Major
Assistant Clerk

Board of Supervisors

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

Phone: (415) 554-4441 | Fax: (415) 554-5163

Erica.Major@sfgov.org | www.sfbos.org



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From: Board of Supervisors, (BOS)
Sent: Friday, November 30, 2018 5:23 PM
To: BOS-Supervisors <bos-supervisors@sfgov.org>; Somera, Alisa (BOS) <alisa.somera@sfgov.org>; Major, Erica (BOS) <erica.major@sfgov.org>
Subject: FW: Item #180876 – San Francisco Municipal Transportation Agency – Red Transit-Only Lanes

From: Patrick John Maley <pmaley@mail.sfsu.edu>
Sent: Friday, November 30, 2018 10:03 AM
To: Kim, Jane (BOS) <jane.kim@sfgov.org>; Tang, Katy (BOS) <katy.tang@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>
Cc: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>; Major, Erica (BOS) <erica.major@sfgov.org>; Fewer, Sandra (BOS) <sandra.fewer@sfgov.org>; Stefani, Catherine (BOS) <catherine.stefani@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Brown, Vallie (BOS) <vallie.brown@sfgov.org>; Yee, Norman (BOS) <norman.yee@sfgov.org>; Mandelman, Rafael (BOS) <rafael.mandelman@sfgov.org>; Ronen, Hillary <hillary.ronen@sfgov.org>; Cohen, Malia (BOS)

<malia.cohen@sfgov.org>; MTABoard@sfmta.com

Subject: Item #180876 – San Francisco Municipal Transportation Agency – Red Transit-Only Lanes

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Dear Land Use and Transportation Committee Members,

I am writing to urge you to oppose allowing private, for-profit buses such as Chariot, “Google” tech shuttle buses, tour buses, casino-sponsored buses or other such vehicles from operating in the red lanes. Allowing these other vehicles to compete with Muni undermines the City’s efforts to combat climate change and inequality, and will worsen traffic and bus delays.

Muni has made great strides towards energy efficiency, and currently accounts for less than two percent of San Francisco’s transportation energy consumption. Allowing private, diesel-powered vehicles to operate in lanes designed to make Muni more efficient undermine this progress.

Muni serves all San Franciscans, regardless of age, race, or income, and offers discounts to senior and children. Allowing for-profit, segregated buses - which utilize price discrimination to select riders, charge more per ride, and don’t pick up children or people in wheelchairs – to operate in these lanes will flood our already impacted rights-of-way and create a City-sanctioned “caste” system for transit.

Finally, multiple, unregulated buses using the same lanes and drop-off points will create unnecessary delays and undermine the purpose of the red lanes. We have a limited amount of space, allowing competing vehicles to operate in these lanes undermines the entire purpose of having them and will make it nearly impossible for Muni to maintain its schedule.

For these reasons, I urge you obey state law which defines a “transit bus” as a “any bus owned or operated by a publicly owned or operated transit system ...” (CVC I.A.642) and oppose allowing any for-profit or company buses from operating in the red lanes.

Thank you,

Patrick Maley

From: [Major, Erica \(BOS\)](#)
To: [Sonya Z. Mehta; Board of Supervisors. \(BOS\); Fewer, Sandra \(BOS\); Stefani, Catherine \(BOS\); Peskin, Aaron \(BOS\); Brown, Vallie \(BOS\); Yee, Norman \(BOS\); Mandelman, Rafael \(BOS\); Ronen, Hillary; Cohen, Malia \(BOS\); MTABoard@sfmta.com; Kim, Jane \(BOS\); Tang, Katy \(BOS\); Safai, Ahsha \(BOS\); Patrick Maley](#)
Subject: RE: Item #180876 – San Francisco Municipal Transportation Agency – Red Transit-Only Lanes
Date: Monday, December 03, 2018 10:09:28 AM
Attachments: [image001.png](#)

Greetings,

Thank you for your testimony, it has been added to the official Board File No. 180876.

Erica Major
Assistant Clerk

Board of Supervisors

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

Phone: (415) 554-4441 | Fax: (415) 554-5163

Erica.Major@sfgov.org | www.sfbos.org



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From: Sonya Z. Mehta [mailto:sonyazm@gmail.com]

Sent: Friday, November 30, 2018 1:22 PM

To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>; Major, Erica (BOS) <erica.major@sfgov.org>; Fewer, Sandra (BOS) <sandra.fewer@sfgov.org>; Stefani, Catherine (BOS) <catherine.stefani@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Brown, Vallie (BOS) <vallie.brown@sfgov.org>; Yee, Norman (BOS) <norman.yee@sfgov.org>; Mandelman, Rafael (BOS) <rafael.mandelman@sfgov.org>; Ronen, Hillary <hillary.ronen@sfgov.org>; Cohen, Malia (BOS) <malia.cohen@sfgov.org>; MTABoard@sfmta.com; Kim, Jane (BOS) <jane.kim@sfgov.org>; Tang, Katy (BOS) <katy.tang@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>; Patrick Maley <owlglass2k@hotmail.com>

Subject: Item #180876 – San Francisco Municipal Transportation Agency – Red Transit-Only Lanes

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Dear Land Use and Transportation Committee Members,

I am writing to urge you to oppose allowing private, for-profit buses such as Chariot, “Google” tech shuttle buses, tour buses, casino-sponsored buses or other such vehicles from operating in the red lanes. Allowing these other vehicles to compete with Muni undermines the City’s efforts to combat climate change and inequality, and will worsen traffic and bus delays.

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Finally, multiple, unregulated buses using the same lanes and drop-off points will create unnecessary delays and undermine the purpose of the red lanes. We have a limited amount of space, allowing competing vehicles to operate in these lanes undermines the entire purpose of having them and will make it nearly impossible for Muni to maintain its schedule. For these reasons, I urge you obey state law which defines a “transit bus” as a “any bus owned or operated by a publicly owned or operated transit system ...” (CVC I.A.642) and oppose allowing any for-profit or company buses from operating in the red lanes.

Thank you,
Sonya Z. Mehta

From: [Major, Erica \(BOS\)](#)
To: [Rodrigo Duran](#); [Kim, Jane \(BOS\)](#); [Tang, Katy \(BOS\)](#); [Safai, Ahsha \(BOS\)](#)
Cc: [Board of Supervisors \(BOS\)](#); [Fewer, Sandra \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Brown, Vallie \(BOS\)](#); [Yee, Norman \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Cohen, Malia \(BOS\)](#); MTABoard@sfmta.com
Subject: RE: Item #180876 – San Francisco Municipal Transportation Agency – Red Transit-Only Lanes
Date: Monday, December 03, 2018 10:09:21 AM
Attachments: [image001.png](#)

Greetings,

Thank you for your testimony, it has been added to the official Board File No. 180876.

Erica Major
Assistant Clerk

Board of Supervisors

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

Phone: (415) 554-4441 | Fax: (415) 554-5163

Erica.Major@sfgov.org | www.sfbos.org



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From: Rodrigo Duran [<mailto:rodrigoehduran@gmail.com>]

Sent: Friday, November 30, 2018 1:13 PM

To: Kim, Jane (BOS) <jane.kim@sfgov.org>; Tang, Katy (BOS) <katy.tang@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>

Cc: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>; Major, Erica (BOS) <erica.major@sfgov.org>; Fewer, Sandra (BOS) <sandra.fewer@sfgov.org>; Stefani, Catherine (BOS) <catherine.stefani@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Brown, Vallie (BOS) <vallie.brown@sfgov.org>; Yee, Norman (BOS) <norman.yee@sfgov.org>; Mandelman, Rafael (BOS) <rafael.mandelman@sfgov.org>; Ronen, Hillary <hillary.ronen@sfgov.org>; Cohen, Malia (BOS) <malia.cohen@sfgov.org>; MTABoard@sfmta.com

Subject: Item #180876 – San Francisco Municipal Transportation Agency – Red Transit-Only Lanes

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Thank you,

--

Rodrigo Ehecatl Durán, MPA
Festival Director
415-691-1147
Carnaval San Francisco
www.carnavalsanfrancisco.org

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From: [Major, Erica \(BOS\)](#)
To: [Danielle Mazzella](#); [Kim, Jane \(BOS\)](#); [Tang, Katy \(BOS\)](#); [Safai, Ahsha \(BOS\)](#)
Cc: [Board of Supervisors \(BOS\)](#); [Fewer, Sandra \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Brown, Vallie \(BOS\)](#); [Yee, Norman \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Cohen, Malia \(BOS\)](#); MTABoard@sfmta.com
Subject: RE: Item #180876 – San Francisco Municipal Transportation Agency – Red Transit-Only Lanes
Date: Monday, December 03, 2018 10:09:09 AM
Attachments: [image001.png](#)

Greetings,

Thank you for your testimony, it has been added to the official Board File No. 180876.

Erica Major
Assistant Clerk

Board of Supervisors

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

Phone: (415) 554-4441 | Fax: (415) 554-5163

Erica.Major@sfgov.org | www.sfbos.org



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From: Danielle Mazzella [<mailto:dmazzella91@gmail.com>]

Sent: Friday, November 30, 2018 12:42 PM

To: Kim, Jane (BOS) <jane.kim@sfgov.org>; Tang, Katy (BOS) <katy.tang@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>

Cc: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>; Major, Erica (BOS) <erica.major@sfgov.org>; Fewer, Sandra (BOS) <sandra.fewer@sfgov.org>; Stefani, Catherine (BOS) <catherine.stefani@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Brown, Vallie (BOS) <vallie.brown@sfgov.org>; Yee, Norman (BOS) <norman.yee@sfgov.org>; Mandelman, Rafael (BOS) <rafael.mandelman@sfgov.org>; Ronen, Hillary <hillary.ronen@sfgov.org>; Cohen, Malia (BOS) <malia.cohen@sfgov.org>; MTABoard@sfmta.com

Subject: Item #180876 – San Francisco Municipal Transportation Agency – Red Transit-Only Lanes

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Dear Land Use and Transportation Committee Members,

I am writing to urge you to oppose allowing private, for-profit buses such as Chariot, “Google” tech shuttle buses, tour buses, casino-sponsored buses or other such vehicles from operating in the red lanes. Allowing these other vehicles to compete with Muni undermines the City’s efforts to combat climate change and inequality, and will worsen traffic and bus delays.

Muni has made great strides towards energy efficiency, and currently accounts for less than two percent of San Francisco’s transportation energy consumption. Allowing private, diesel-powered vehicles to operate in lanes designed to make Muni more efficient undermine this progress.

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Finally, multiple, unregulated buses using the same lanes and drop-off points will create unnecessary delays and undermine the purpose of the red lanes. We have a limited amount of space, allowing competing vehicles to operate in these lanes undermines the entire purpose of having them and will make it nearly impossible for Muni to maintain its schedule.

For these reasons, I urge you obey state law which defines a “transit bus” as a “any bus owned or operated by a publicly owned or operated transit system ...” (CVC I.A.642) and oppose allowing any for-profit or company buses from operating in the red lanes.

Thank you,

Danielle Mazzella
Richmond District Resident

From: [Major, Erica \(BOS\)](#)
To: [Tara Kline](#); [Board of Supervisors \(BOS\)](#); [Fewer, Sandra \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Brown, Vallie \(BOS\)](#); [Yee, Norman \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Cohen, Malia \(BOS\)](#); MTABoard@sfmta.com
Subject: RE: Item #180876 – San Francisco Municipal Transportation Agency – Red Transit-Only Lanes
Date: Monday, December 03, 2018 9:58:42 AM
Attachments: [image001.png](#)

Greetings,

Thank you for your testimony, it has been added to the official Board File No. 180876.

Erica Major
Assistant Clerk

Board of Supervisors

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

Phone: (415) 554-4441 | Fax: (415) 554-5163

Erica.Major@sfgov.org | www.sfbos.org



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From: Tara Kline [mailto:tkline03@yahoo.com]

Sent: Friday, November 30, 2018 11:09 AM

To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>; Major, Erica (BOS) <erica.major@sfgov.org>; Fewer, Sandra (BOS) <sandra.fewer@sfgov.org>; Stefani, Catherine (BOS) <catherine.stefani@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Brown, Vallie (BOS) <vallie.brown@sfgov.org>; Yee, Norman (BOS) <norman.yee@sfgov.org>; Mandelman, Rafael (BOS) <rafael.mandelman@sfgov.org>; Ronen, Hillary <hillary.ronen@sfgov.org>; Cohen, Malia (BOS) <malia.cohen@sfgov.org>; MTABoard@sfmta.com

Subject: Item #180876 – San Francisco Municipal Transportation Agency – Red Transit-Only Lanes

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Dear Land Use and Transportation Committee Members,

I am writing to urge you to oppose allowing private, for-profit buses such as Chariot,

“Google” tech shuttle buses, tour buses, casino-sponsored buses or other such vehicles from operating in the red lanes. Allowing these other vehicles to compete with Muni undermines the City’s efforts to combat climate change and inequality, and will worsen traffic and bus delays.

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Thank you,
Tara Kline
SF resident since 1999

From: [Major, Erica \(BOS\)](#)
To: [shelly auyeung](#); [Kim, Jane \(BOS\)](#); [Tang, Katy \(BOS\)](#); [Safai, Ahsha \(BOS\)](#)
Cc: [Board of Supervisors \(BOS\)](#); [Fewer, Sandra \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Brown, Vallie \(BOS\)](#); [Yee, Norman \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Cohen, Malia \(BOS\)](#); MTABoard@sfmta.com
Subject: RE: Item #180876 – San Francisco Municipal Transportation Agency – Red Transit-Only Lanes
Date: Monday, December 03, 2018 10:15:24 AM
Attachments: [image001.png](#)

Greetings,

Thank you for your testimony, it has been added to the official Board File No. 180876.

Erica Major
Assistant Clerk

Board of Supervisors

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

Phone: (415) 554-4441 | Fax: (415) 554-5163

Erica.Major@sfgov.org | www.sfbos.org



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From: shelly auyeung [mailto:shellyauyeung@hotmail.com]

Sent: Sunday, December 02, 2018 6:51 PM

To: Kim, Jane (BOS) <jane.kim@sfgov.org>; Tang, Katy (BOS) <katy.tang@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>

Cc: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>; Major, Erica (BOS) <erica.major@sfgov.org>; Fewer, Sandra (BOS) <sandra.fewer@sfgov.org>; Stefani, Catherine (BOS) <catherine.stefani@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Brown, Vallie (BOS) <vallie.brown@sfgov.org>; Yee, Norman (BOS) <norman.yee@sfgov.org>; Mandelman, Rafael (BOS) <rafael.mandelman@sfgov.org>; Ronen, Hillary <hillary.ronen@sfgov.org>; Cohen, Malia (BOS) <malia.cohen@sfgov.org>; MTABoard@sfmta.com

Subject: Item #180876 – San Francisco Municipal Transportation Agency – Red Transit-Only Lanes

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

Dear Land Use and Transportation Committee Members,

The purpose of my email is to urge you to oppose allowing private, for-profit buses such as Chariot, Google tech shuttle buses, tour buses, casino-sponsored buses or other such vehicles from operating in the red lanes. Allowing these other vehicles to compete with Muni undermines the City's efforts to combat climate change and inequality, and will worsen traffic and bus delays.

Muni has made great strides towards energy efficiency, and currently accounts for less than two percent of San Francisco's transportation energy consumption. Allowing private, diesel-powered vehicles to operate in lanes designed to make Muni more efficient undermine this progress.

Muni serves all San Franciscans, regardless of age, race, or income, and offers discounts to senior and children. Allowing for-profit, segregated buses - which utilize price discrimination to select riders, charge more per ride, and don't pick up children or people in wheelchairs - to operate in these lanes will compress our already impacted rights-of-way and create a City-sanctioned "caste" system for transit.

Finally, multiple, unregulated buses using the same lanes and drop-off points will create unnecessary delays and undermine the purpose of the red lanes. We have a limited amount of space, allowing competing vehicles to operate in these lanes undermines the entire purpose of having them and will make it nearly impossible for Muni to maintain its schedule.

For these reasons, I urge you obey state law which defines a "transit bus" as a "any bus owned or operated by a publicly owned or operated transit system ..." (CVC I.A.642) and oppose allowing any for-profit or company buses from operating in the red lanes.

Thank you,

Shelly Auyeung

From: [Major, Erica \(BOS\)](#)
To: ss@ssteuer.com; [Board of Supervisors, \(BOS\)](#)
Cc: [Fewer, Sandra \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Tang, Katy \(BOS\)](#); [Brown, Vallie \(BOS\)](#); [Kim, Jane \(BOS\)](#); [Yee, Norman \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Cohen, Malia \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [MTABoard](#)
Subject: RE: Red lanes for PUBLIC transportation! file #180876
Date: Monday, December 03, 2018 10:14:28 AM
Attachments: [image001.png](#)

Greetings,

Thank you for your testimony, it has been added to the official Board File No. 180876.

Erica Major
Assistant Clerk

Board of Supervisors

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

Phone: (415) 554-4441 | Fax: (415) 554-5163

Erica.Major@sfgov.org | www.sfbos.org



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From: ss@ssteuer.com [<mailto:ss@ssteuer.com>]

Sent: Saturday, December 01, 2018 12:52 PM

To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>

Cc: Major, Erica (BOS) <erica.major@sfgov.org>; Fewer, Sandra (BOS) <sandra.fewer@sfgov.org>; Stefani, Catherine (BOS) <catherine.stefani@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Tang, Katy (BOS) <katy.tang@sfgov.org>; Brown, Vallie (BOS) <vallie.brown@sfgov.org>; Kim, Jane (BOS) <jane.kim@sfgov.org>; Yee, Norman (BOS) <norman.yee@sfgov.org>; Mandelman, Rafael (BOS) <rafael.mandelman@sfgov.org>; Ronen, Hillary <hillary.ronen@sfgov.org>; Cohen, Malia (BOS) <malia.cohen@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>; MTABoard <MTABoard@sfmta.com>

Subject: Red lanes for PUBLIC transportation! file #180876

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

December 1, 2018
file #180876

San Francisco Board of Supervisors
San Francisco City Hall, Room 240
1 Dr. Carlton Goodlett Plaza
SF, CA 94102

Dear Supervisors:

I strongly oppose opening transit-only lanes to private, for-profit buses such as tech shuttle buses, casino buses, tour buses, Chariots, and other vehicles that we cannot yet imagine, without any study to show such permission won't harm MUNI and without compensation to the City for the use of a scarce public resource (city streets).

The safe operation of our clean fleet of city vehicles is already being disrupted by for-profit vehicles that service only a few, and that operate without the strict environmental standards of Muni.

A system of comprehensive, affordable public transportation is part of our City's effort to combat [income inequality](#) and [climate change](#). Muni offers discount fares to seniors, the disabled, low-income people and youth. Federal law also requires Muni to serve all neighborhoods and demographics equitably -- unlike private services. Moreover, as of 2015 Muni used [less than two percent](#) of all the energy consumed in San Francisco for transportation, making expanded public transportation an ideal option for reducing the City's total carbon emissions.

Dedicated, transit-only lanes are a part of that system, and for years the San Francisco Municipal Transportation Agency (SFMTA) has promoted the creation of transit-only lanes as projects to improve Muni performance. In fact, the first improvement item listed as part of the [Geary Rapid Project](#) is, "Red, dedicated transit lanes to reduce unpredictable delays."

Additionally, San Francisco's population is projected to increase. Ridership on the Geary corridor alone is expected to go from the current average daily count of 54,000 to up to 99,000, according to the [Geary BRT environmental impact report](#). How will the San Francisco Municipal Transportation Agency be able to expand its fleet of public buses to meet growing demand if its public buses are competing for dedicated lane space with private, for-profit vehicles?

Moreover state and local law prohibit access to these lanes by private, for-profit buses. State law defines a "transit bus" as a "any bus owned or operated by a publicly owned or operated transit system ..." ([CVC I.A.642](#)) It logically follows that transit-only lanes are for transit vehicles. The Board of Supervisors has also passed an ordinance ([Section 7.2.72](#)) forbidding the operation of "a vehicle or any portion of a vehicle within ... a transit-only area." The SFMTA Board of Directors does not have the authority to pass contradictory legislation.

I strongly call on the Board of Supervisors to assert its power and reaffirm that transit-only lanes are for public transit only vehicles.

Please keep transit lanes for PUBLIC transportation!

Sincerely,
Sharon Steuer
Bernal Heights
SF

From: [Major, Erica \(BOS\)](#)
To: [Flora Davis; Board of Supervisors. \(BOS\)](#)
Cc: [Fewer, Sandra \(BOS\); Stefani, Catherine \(BOS\); Peskin, Aaron \(BOS\); Tang, Katy \(BOS\); Brown, Vallie \(BOS\); Kim, Jane \(BOS\); Yee, Norman \(BOS\); Mandelman, Rafael \(BOS\); Ronen, Hillary; Cohen, Malia \(BOS\); Safai, Ahsha \(BOS\); MTABoard](#)
Subject: RE: Red lanes for PUBLIC transportation! file #180876
Date: Monday, December 03, 2018 10:15:16 AM
Attachments: [image001.png](#)

Greetings,

Thank you for your testimony, it has been added to the official Board File No. 180876.

Erica Major
Assistant Clerk

Board of Supervisors

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

Phone: (415) 554-4441 | Fax: (415) 554-5163

Erica.Major@sfgov.org | www.sfbos.org



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From: Flora Davis [mailto:floradavis66@comcast.net]

Sent: Sunday, December 02, 2018 4:31 PM

To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>

Cc: Major, Erica (BOS) <erica.major@sfgov.org>; Fewer, Sandra (BOS) <sandra.fewer@sfgov.org>; Stefani, Catherine (BOS) <catherine.stefani@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Tang, Katy (BOS) <katy.tang@sfgov.org>; Brown, Vallie (BOS) <vallie.brown@sfgov.org>; Kim, Jane (BOS) <jane.kim@sfgov.org>; Yee, Norman (BOS) <norman.yee@sfgov.org>; Mandelman, Rafael (BOS) <rafael.mandelman@sfgov.org>; Ronen, Hillary <hillary.ronen@sfgov.org>; Cohen, Malia (BOS) <malia.cohen@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>; MTABoard <MTABoard@sfmta.com>

Subject: Red lanes for PUBLIC transportation! file #180876

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December 1, 2018
file #180876

San Francisco Board of Supervisors
San Francisco City Hall, Room 240
1 Dr. Carlton Goodlett Plaza
SF, CA 94102

Dear Supervisors:

I strongly oppose opening transit-only lanes to private, for-profit buses such as tech shuttle buses, casino buses, tour buses, Chariots, and other vehicles that we cannot yet imagine, without any study to show such permission won't harm MUNI and without compensation to the City for the use of a scarce public resource (city streets).

The safe operation of our clean fleet of city vehicles is already being disrupted by for-profit vehicles that service only a few, and that operate without the strict environmental standards of Muni.

A system of comprehensive, affordable public transportation is part of our City's effort to combat [income inequality](#) and [climate change](#). Muni offers discount fares to seniors, the disabled, low-income people and youth. Federal law also requires Muni to serve all neighborhoods and demographics equitably -- unlike private services. Moreover, as of 2015 Muni used [less than two percent](#) of all the energy consumed in San Francisco for transportation, making expanded public transportation an ideal option for reducing the City's total carbon emissions.

Dedicated, transit-only lanes are a part of that system, and for years the San Francisco Municipal Transportation Agency (SFMTA) has promoted the creation of transit-only lanes as projects to improve Muni performance. In fact, the first improvement item listed as part of the [Geary Rapid Project](#) is, "Red, dedicated transit lanes to reduce unpredictable delays."

Additionally, San Francisco's population is projected to increase. Ridership on the Geary corridor alone is expected to go from the current average daily count of 54,000 to up to 99,000, according to the [Geary BRT environmental impact report](#). How will the San Francisco Municipal Transportation Agency be able to expand its fleet of public buses to meet growing demand if its public buses are competing for dedicated lane space with private, for-profit vehicles?

Moreover state and local law prohibit access to these lanes by private, for-profit buses. State law defines a "transit bus" as a "any bus owned or operated by a publicly owned or operated transit system ..." ([CVC I.A.642](#)) It logically follows that transit-only lanes are for transit vehicles. The Board of Supervisors has also passed an ordinance ([Section 7.2.72](#)) forbidding the operation of "a vehicle or any portion of a vehicle within ... a transit-only area." The SFMTA Board of Directors does not have the authority to pass contradictory legislation.

I strongly call on the Board of Supervisors to assert its power and reaffirm that transit-only lanes are for public transit only vehicles.

Please keep transit lanes for PUBLIC transportation!

Sincerely,
FLORA DAVIS
Inner Richmond, SF

From: [Major, Erica \(BOS\)](#)
To: [Jon Ginoli](#); [Kim, Jane \(BOS\)](#); [Tang, Katy \(BOS\)](#); [Safai, Ahsha \(BOS\)](#)
Cc: [Board of Supervisors \(BOS\)](#); [Fewer, Sandra \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Brown, Vallie \(BOS\)](#); [Yee, Norman \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Cohen, Malia \(BOS\)](#); MTABoard@sfmta.com
Subject: RE: SFMTA Geary Blvd. Red Transit-Only Lanes - Item #180876
Date: Monday, December 03, 2018 9:51:46 AM
Attachments: [image001.png](#)

Greetings,

Thank you for your testimony, it has been added to the official Board File No. 180876.

Erica Major
Assistant Clerk

Board of Supervisors

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

Phone: (415) 554-4441 | Fax: (415) 554-5163

Erica.Major@sfgov.org | www.sfbos.org



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From: Jon Ginoli [mailto:pansydivision@sbcglobal.net]

Sent: Friday, November 30, 2018 10:42 AM

To: Kim, Jane (BOS) <jane.kim@sfgov.org>; Tang, Katy (BOS) <katy.tang@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>

Cc: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>; Major, Erica (BOS) <erica.major@sfgov.org>; Fewer, Sandra (BOS) <sandra.fewer@sfgov.org>; Stefani, Catherine (BOS) <catherine.stefani@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Brown, Vallie (BOS) <vallie.brown@sfgov.org>; Yee, Norman (BOS) <norman.yee@sfgov.org>; Mandelman, Rafael (BOS) <rafael.mandelman@sfgov.org>; Ronen, Hillary <hillary.ronen@sfgov.org>; Cohen, Malia (BOS) <malia.cohen@sfgov.org>; MTABoard@sfmta.com

Subject: SFMTA Geary Blvd. Red Transit-Only Lanes - Item #180876

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

Dear Land Use and Transportation Committee Members,

I am writing today because I heard that the Geary Red Transit-Only Bus Lanes is set to include private buses as well as MUNI. No, no, NO! Please.

The point of the lane is speed for public transit. Private transit being included as well will slow down buses—which is the opposite of the whole point of this project!

I urge you to oppose allowing private, for-profit buses such as Chariot, Google buses, tour & casino buses, casino-sponsored buses or any other non-public, non-MUNI vehicles from operating in the red lanes. Those of us who subsidize MUNI with our tax dollars don't want the interlopers from private companies to capitalize on a public good.

I urge you obey state law which defines a “transit bus” as a “any bus owned or operated by a publicly owned or operated transit system ...” (CVC I.A.642) and oppose allowing any for-profit or company buses from operating in the red lanes.

Thank you,

Jon Ginoli
Mission District, SF

From: [Erica Major](#)
To: [Board of Supervisors](#), [Erica Major](#), [Sandra Fewer](#), [Catherine Stefani](#), [Aaron Peskin](#), [Katy Tang](#), [Valle Brown](#), [Jane Kim](#), [Norman Yee](#), [Rafael Mandelman](#), [Hillary Rones](#), [Cohen](#), [Malia Cohen](#), [Abha Safai](#), [MTA Board](#)
Subject: RE: STOP THE PRIVATE USE OF BUS LANES #180876
Date: Monday, December 03, 2018 10:00 AM
Attachments: [private01.png](#)

Greetings,

Thank you for your testimony, it has been added to the official Board File No. 180876.

Erica Major
Assistant Clerk
Board of Supervisors
1 Dr. Carlton B. Goodlett Plaza, City Hall, Room 244 San Francisco, CA 94102
Phone: 415.354.4443 | Fax: 415.354.5343
Erica.Major@sf.gov | www.sfgov.org

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From: sf@shogun.com [<mailto:sf@shogun.com>]

Sent: Monday, December 03, 2018 8:16 AM

To: Board of Supervisors, boardofsupervisors@sfgov.org; Major, Erica (BOS) erica.major@sfgov.org; Fewer, Sandra (BOS) sandra.fewer@sfgov.org; Stefani, Catherine (BOS) catherine.stefani@sfgov.org; Peskin, Aaron (BOS) aaron.peskin@sfgov.org; Tang, Katy (BOS) katy.tang@sfgov.org; Brown, Vallie (BOS) valle.brown@sfgov.org; Kim, Jane (BOS) jane.kim@sfgov.org; Yee, Norman (BOS) norman.yee@sfgov.org; Mandelman, Rafael (BOS) rafael.mandelman@sfgov.org; Rones, Hillary chillary.rones@sfgov.org; Cohen, Malia (BOS) malia.cohen@sfgov.org; Safai, Abha (BOS) abha.safai@sfgov.org; MTABoard <MTABoard@sfmta.com>

Subject: STOP THE PRIVATE USE OF BUS LANES #180876.

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San Francisco Board of Supervisors
San Francisco City Hall, Room 240
1 Dr. Carlton Goodlett Plaza
SF, CA 94102

Dear Supervisors:

I am writing again to strongly oppose opening transit-only lanes to private, for-profit buses such as tech shuttle buses, casino buses, tour buses, Chariots, and other vehicles that we cannot yet imagine, without any study to show such permission won't harm MUNI and without compensation to the City for the use of a scarce public resource (city streets).

A system of comprehensive, affordable public transportation is part of our City's effort to combat [climate change](#) and [air quality issues](#). Muni offers discount fares to seniors, the disabled, low-income people and youth. Federal law also requires Muni to serve all neighborhoods and demographics equitably — unlike private services. Moreover, as of 2015 Muni used [less than one percent](#) of all the energy consumed in San Francisco for transportation, making expanded public transportation an ideal option for reducing the City's total carbon emissions. Dedicated, transit-only lanes are a part of that system, and for years the San Francisco Municipal Transportation Agency (SFMTA) has promoted the creation of transit-only lanes as projects to improve Muni performance. In fact, the first improvement item listed as part of the [Geary Rapid Project](#) is, "Red, dedicated transit lanes to reduce unpredictable delays."

Additionally, San Francisco's population is projected to increase. Ridership on the Geary corridor alone is expected to go from the current average daily count of 54,000 to up to 99,000, according to the [Geary BRT environmental impact report](#). How will the San Francisco Municipal Transportation Agency be able to expand its fleet of public buses to meet growing demand if its public buses are competing for dedicated lane space with private, for-profit vehicles?

Moreover state and local law prohibit access to these lanes by private, for-profit buses. State law defines a "transit bus" as a "any bus owned or operated by a publicly owned or operated transit system ..." ([CVC 642](#)) It logically follows that transit-only lanes are for transit vehicles. The Board of Supervisors has also passed an ordinance ([Section 7.2.2](#)) forbidding the operation of "a vehicle or any portion of a vehicle within ... a transit-only area." The SFMTA Board of Directors does not have the authority to pass contradictory legislation.

I call on the Board of Supervisors to assert its power and reaffirm that transit-only lanes are for public transit only vehicles.

Sincerely,

Shanne Stear
Transit Rider and San Francisco resident

CC: BoardofSupervisors@sfgov.org; erica.major@sfgov.org; Sandra.Fewer@sfgov.org; Catherine.Stefani@sfgov.org; Aaron.Peskin@sfgov.org; Katy.Tang@sfgov.org; Valle.Brown@sfgov.org; Jane.Kim@sfgov.org; Norman.Yee@sfgov.org; Rafael.Mandelman@sfgov.org; Hillary.Rones@sfgov.org; Malia.Cohen@sfgov.org; Abha.Safai@sfgov.org; MTABoard@sfmta.com

From: [Major, Erica \(BOS\)](#)
To: [Matt Luedke; Board of Supervisors \(BOS\); Fewer, Sandra \(BOS\); Stefani, Catherine \(BOS\); Peskin, Aaron \(BOS\); Tang, Katy \(BOS\); Brown, Vallie \(BOS\); Kim, Jane \(BOS\); Yee, Norman \(BOS\); Mandelman, Rafael \(BOS\); Ronen, Hillary; Cohen, Malia \(BOS\); Safai, Ahsha \(BOS\); MTABoard@sfmta.com](#)
Subject: RE: Transit-Only Lanes
Date: Monday, December 03, 2018 10:15:04 AM
Attachments: [image001.png](#)

Greetings,

Thank you for your testimony, it has been added to the official Board File No. 180876.

Erica Major
Assistant Clerk

Board of Supervisors

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

Phone: (415) 554-4441 | Fax: (415) 554-5163

Erica.Major@sfgov.org | www.sfbos.org



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From: Matt Luedke [mailto:mluedke2@gmail.com]

Sent: Sunday, December 02, 2018 2:39 PM

To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>; Major, Erica (BOS) <erica.major@sfgov.org>; Fewer, Sandra (BOS) <sandra.fewer@sfgov.org>; Stefani, Catherine (BOS) <catherine.stefani@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Tang, Katy (BOS) <katy.tang@sfgov.org>; Brown, Vallie (BOS) <vallie.brown@sfgov.org>; Kim, Jane (BOS) <jane.kim@sfgov.org>; Yee, Norman (BOS) <norman.yee@sfgov.org>; Mandelman, Rafael (BOS) <rafael.mandelman@sfgov.org>; Ronen, Hillary <hillary.ronen@sfgov.org>; Cohen, Malia (BOS) <malia.cohen@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>; MTABoard@sfmta.com

Subject: Transit-Only Lanes

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

Dear Supervisor Fewer and Members of the Government Audit and Oversight Committee,

I've attached a letter concerning transit-only lanes, on behalf of the Board of the Richmond District Democratic Club.

Thank you,
Matt Luedke
Secretary, Richmond District Democratic Club

From: [Flora Davis](#)
To: [Board of Supervisors, \(BOS\)](#)
Cc: [Major, Erica \(BOS\)](#); [Fewer, Sandra \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Tang, Katy \(BOS\)](#); [Brown, Vallie \(BOS\)](#); [Kim, Jane \(BOS\)](#); [Yee, Norman \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Cohen, Malia \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [MTABoard](#)
Subject: Red lanes for PUBLIC transportation! file #180876
Date: Sunday, December 02, 2018 4:31:03 PM

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

December 1, 2018
file #180876

San Francisco Board of Supervisors
San Francisco City Hall, Room 240
1 Dr. Carlton Goodlett Plaza
SF, CA 94102

Dear Supervisors:

I strongly oppose opening transit-only lanes to private, for-profit buses such as tech shuttle buses, casino buses, tour buses, Chariots, and other vehicles that we cannot yet imagine, without any study to show such permission won't harm MUNI and without compensation to the City for the use of a scarce public resource (city streets).

The safe operation of our clean fleet of city vehicles is already being disrupted by for-profit vehicles that service only a few, and that operate without the strict environmental standards of Muni.

A system of comprehensive, affordable public transportation is part of our City's effort to combat [income inequality](#) and [climate change](#). Muni offers discount fares to seniors, the disabled, low-income people and youth. Federal law also requires Muni to serve all neighborhoods and demographics equitably -- unlike private services. Moreover, as of 2015 Muni used [less than two percent](#) of all the energy consumed in San Francisco for transportation, making expanded public transportation an ideal option for reducing the City's total carbon emissions.

Dedicated, transit-only lanes are a part of that system, and for years the San Francisco Municipal Transportation Agency (SFMTA) has promoted the creation of transit-only lanes as projects to improve Muni performance. In fact, the first improvement item listed as part of the [Geary Rapid Project](#) is, "Red, dedicated transit

lanes to reduce unpredictable delays.”

Additionally, San Francisco’s population is projected to increase. Ridership on the Geary corridor alone is expected to go from the current average daily count of 54,000 to up to 99,000, according to the [Geary BRT environmental impact report](#). How will the San Francisco Municipal Transportation Agency be able to expand its fleet of public buses to meet growing demand if its public buses are competing for dedicated lane space with private, for-profit vehicles?

Moreover state and local law prohibit access to these lanes by private, for-profit buses. State law defines a “transit bus” as a “any bus owned or operated by a publicly owned or operated transit system ...” ([CVC I.A.642](#)) It logically follows that transit-only lanes are for transit vehicles. The Board of Supervisors has also passed an ordinance ([Section 7.2.72](#)) forbidding the operation of “a vehicle or any portion of a vehicle within ... a transit-only area.” The SFMTA Board of Directors does not have the authority to pass contradictory legislation.

I strongly call on the Board of Supervisors to assert its power and reaffirm that transit-only lanes are for public transit only vehicles.

Please keep transit lanes for PUBLIC transportation!

Sincerely,
FLORA DAVIS
Inner Richmond, SF

From: ss@ssteuer.com
To: [Board of Supervisors \(BOS\)](#); [Major, Erica \(BOS\)](#); [Fewer, Sandra \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Tang, Katy \(BOS\)](#); [Brown, Vallie \(BOS\)](#); [Kim, Jane \(BOS\)](#); [Yee, Norman \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Cohen, Malia \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [MTABoard](#)
Subject: STOP THE PRIVATE USE OF RED LANES #180876.
Date: Monday, December 03, 2018 8:15:45 AM

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

San Francisco Board of Supervisors
San Francisco City Hall, Room 240
1 Dr. Carlton Goodlett Plaza
SF, CA 94102

Dear Supervisors:

I am writing again to strongly oppose opening transit-only lanes to private, for-profit buses such as tech shuttle buses, casino buses, tour buses, Chariots, and other vehicles that we cannot yet imagine, without any study to show such permission won't harm MUNI and without compensation to the City for the use of a scarce public resource (city streets).

A system of comprehensive, affordable public transportation is part of our City's effort to combat [income inequality](#) and [climate change](#). Muni offers discount fares to seniors, the disabled, low-income people and youth. Federal law also requires Muni to serve all neighborhoods and demographics equitably — unlike private services. Moreover, as of 2015 Muni used [less than two percent](#) of all the energy consumed in San Francisco for transportation, making expanded public transportation an ideal option for reducing the City's total carbon emissions.

Dedicated, transit-only lanes are a part of that system, and for years the San Francisco Municipal Transportation Agency (SFMTA) has promoted the creation of transit-only lanes as projects to improve Muni performance. In fact, the first improvement item listed as part of the [Geary Rapid Project](#) is, "Red, dedicated transit lanes to reduce unpredictable delays."

Additionally, San Francisco's population is projected to increase. Ridership on the Geary corridor alone is expected to go from the current average daily count of 54,000 to up to 99,000, according to the [Geary BRT environmental impact report](#). How will the San Francisco Municipal Transportation Agency be able to expand its fleet of public buses to meet growing demand if its public buses are competing for dedicated lane space with private, for-profit vehicles?

Moreover state and local law prohibit access to these lanes by private, for-profit buses. State law defines a "transit bus" as a "any bus owned or operated by a publicly owned or operated transit system ..." ([CVC I.A.642](#)) It logically follows that transit-only lanes are for transit vehicles. The Board of Supervisors has also passed an ordinance ([Section 7.2.72](#)) forbidding the operation of "a vehicle or any portion of a vehicle within ... a transit-only area." The SFMTA Board of Directors does not have the authority to pass contradictory

legislation.

I call on the Board of Supervisors to assert its power and reaffirm that transit-only lanes are for public transit only vehicles.

Sincerely,

Sharon Steuer
Transit Rider and San Francisco resident

CC: Board.of.Supervisors@sfgov.org, erica.major@sfgov.org, Sandra.Fewer@sfgov.org, Catherine.Stefani@sfgov.org, Aaron.Peskin@sfgov.org, Katy.Tang@sfgov.org, Vallie.Brown@sfgov.org, Jane.Kim@sfgov.org, Norman.Yee@sfgov.org, Rafael.Mandelman@sfgov.org, Hillary.Ronen@sfgov.org, Malia.Cohen@sfgov.org, Ahsha.Safai@sfgov.org, MTABoard@sfmta.com

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors: Major, Erica \(BOS\)](#); [Somera, Alisa \(BOS\)](#)
Subject: FW: File # 180876: Transit-Only/Red Lanes
Date: Friday, November 30, 2018 5:27:00 PM

From: Sue Vaughan <selizabethvaughan@gmail.com>
Sent: Friday, November 30, 2018 1:06 PM
To: Tang, Katy (BOS) <katy.tang@sfgov.org>; Kim, Jane (BOS) <jane.kim@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>; Fewer, Sandra (BOS) <sandra.fewer@sfgov.org>
Cc: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: File # 180876: Transit-Only/Red Lanes

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

Dear Supervisors,

For good reasons, the SFMTA Board of Directors is legally prohibited from allowing private transportation vehicles (defined as "buses", #1a below, by the California Vehicle Code) from using transit-only/red lanes. Paratransit vehicles (#1 b, below) would also be excluded from using transit-only lanes, as they do not fit the CVC definition of a "transit bus" (#1c, below). In fact, the San Francisco Board of Supervisors incorporated state law on these matters into [Section 7.2.72](#) of Division I (creation of infractions) of the San Francisco Transportation Code in 2018 (#2 below). The law as it is now should settle this matter -- Google buses, Chariots, Academy of Art buses, casino buses, and tour buses have no more legal access to red lanes legislated as transit-only lanes than they have legal access to public bus stops ([CVC 22500.5](#)).

1) State law:

a. California Vehicle Code definition of a *bus* (any vehicle that transports more than 10 people, including the driver):

http://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=VEH§ionNum=233.

b. CVC definition of a *paratransit vehicle*:

http://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=VEH§ionNum=336.

"Vehicles used in the exclusive transportation of disabled persons as defined in Section 99206.5 of the Public Utilities Code, or of persons 55 years of age or older, including any persons necessary to provide assistance to these passengers, are not general public paratransit vehicles."

c. CVC definition of a *transit bus* (a bus owned or operated on behalf of a public transit agency):

http://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?sectionNum=642.&lawCode=VEH

2) Local law/San Francisco Transportation Code/Traffic Regulations:

The San Francisco Transportation Code is divided into Division I and Division II. Division I gives the Board of Supervisors the power to create infractions. Division II is under the jurisdiction of the Board of Directors. Please carefully note [Section 7.2.72](#), passed by the Board of Supervisors in 2018 (when Eric Mar and Aaron Peskin were supervisors) -- the Board of Supervisors has already prohibited operation of any vehicle other than a TRANSIT vehicle in transit-only lanes (red lanes). The SFMTA Board of Directors has no power to preempt the Board of Supervisors on this matter:

□ SEC. 7.2.72. DRIVING IN TRANSIT-ONLY AREA.

To operate a vehicle or any portion of a vehicle within the area of any street designated in [Division II](#) as a transit-only area, except that public transit vehicles and taxicabs, vehicles preparing to make a turn, and vehicles entering into or exiting from a stopped position at the curb may be driven within a transit-only area. (31, 31.2)*

(Amended by Ord. 287-08, File No. 081340, App. 12/5/2008)

Sue Vaughan

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors: Somera, Alisa \(BOS\)](#); [Major, Erica \(BOS\)](#)
Subject: FW: Item #180876 – San Francisco Municipal Transportation Agency – Red Transit-Only Lanes
Date: Friday, November 30, 2018 5:23:00 PM

From: Patrick John Maley <pmaley@mail.sfsu.edu>
Sent: Friday, November 30, 2018 10:03 AM
To: Kim, Jane (BOS) <jane.kim@sfgov.org>; Tang, Katy (BOS) <katy.tang@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>
Cc: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>; Major, Erica (BOS) <erica.major@sfgov.org>; Fewer, Sandra (BOS) <sandra.fewer@sfgov.org>; Stefani, Catherine (BOS) <catherine.stefani@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Brown, Vallie (BOS) <vallie.brown@sfgov.org>; Yee, Norman (BOS) <norman.yee@sfgov.org>; Mandelman, Rafael (BOS) <rafael.mandelman@sfgov.org>; Ronen, Hillary <hillary.ronen@sfgov.org>; Cohen, Malia (BOS) <malia.cohen@sfgov.org>; MTABoard@sfmta.com
Subject: Item #180876 – San Francisco Municipal Transportation Agency – Red Transit-Only Lanes

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

Dear Land Use and Transportation Committee Members,

I am writing to urge you to oppose allowing private, for-profit buses such as Chariot, “Google” tech shuttle buses, tour buses, casino-sponsored buses or other such vehicles from operating in the red lanes. Allowing these other vehicles to compete with Muni undermines the City’s efforts to combat climate change and inequality, and will worsen traffic and bus delays.

Muni has made great strides towards energy efficiency, and currently accounts for less than two percent of San Francisco’s transportation energy consumption. Allowing private, diesel-powered vehicles to operate in lanes designed to make Muni more efficient undermine this progress.

Muni serves all San Franciscans, regardless of age, race, or income, and offers discounts to senior and children. Allowing for-profit, segregated buses - which utilize price discrimination to select riders, charge more per ride, and don’t pick up children or people in wheelchairs – to operate in these lanes will flood our already impacted rights-of-way and create a City-sanctioned “caste” system for transit.

Finally, multiple, unregulated buses using the same lanes and drop-off points will create unnecessary delays and undermine the purpose of the red lanes. We have a limited amount of space, allowing competing vehicles to operate in these lanes undermines the entire purpose of having them and will make it nearly impossible for Muni to maintain its schedule.

For these reasons, I urge you obey state law which defines a “transit bus” as a “any bus owned or operated by a publicly owned or operated transit system ...” (CVC I.A.642) and oppose allowing any for-profit or company buses from operating in the red lanes.

Thank you,

Patrick Maley

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#)
Subject: FW: Item #180876 – San Francisco Municipal Transportation Agency – Red Transit-Only Lanes
Date: Friday, November 30, 2018 5:24:00 PM

From: Tara Kline <tkline03@yahoo.com>
Sent: Friday, November 30, 2018 11:09 AM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>; Major, Erica (BOS) <erica.major@sfgov.org>; Fewer, Sandra (BOS) <sandra.fewer@sfgov.org>; Stefani, Catherine (BOS) <catherine.stefani@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Brown, Vallie (BOS) <vallie.brown@sfgov.org>; Yee, Norman (BOS) <norman.yee@sfgov.org>; Mandelman, Rafael (BOS) <rafael.mandelman@sfgov.org>; Ronen, Hillary <hillary.ronen@sfgov.org>; Cohen, Malia (BOS) <malia.cohen@sfgov.org>; MTABoard@sfmta.com
Subject: Item #180876 – San Francisco Municipal Transportation Agency – Red Transit-Only Lanes

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

Dear Land Use and Transportation Committee Members,

I am writing to urge you to oppose allowing private, for-profit buses such as Chariot, “Google” tech shuttle buses, tour buses, casino-sponsored buses or other such vehicles from operating in the red lanes. Allowing these other vehicles to compete with Muni undermines the City’s efforts to combat climate change and inequality, and will worsen traffic and bus delays.

Muni has made great strides towards energy efficiency, and currently accounts for less than two percent of San Francisco’s transportation energy consumption. Allowing private, diesel-powered vehicles to operate in lanes designed to make Muni more efficient undermine this progress.

Muni serves all San Franciscans, regardless of age, race, or income, and offers discounts to senior and children. Allowing for-profit, segregated buses - which utilize price discrimination to select riders, charge more per ride, and don’t pick up children or people in wheelchairs – to operate in these lanes will flood our already impacted rights-of-way and create a City-sanctioned “caste” system for transit.

Finally, multiple, unregulated buses using the same lanes and drop-off points will create unnecessary delays and undermine the purpose of the red lanes. We have a limited amount of space, allowing competing vehicles to operate in these lanes undermines the entire purpose of

having them and will make it nearly impossible for Muni to maintain its schedule. For these reasons, I urge you obey state law which defines a “transit bus” as a “any bus owned or operated by apublicly owned or operated transit system ...” (CVC I.A.642) and oppose allowing any for-profit or company buses from operating in the red lanes.

Thank you,
Tara Kline
SF resident since 1999

From: [moazzam sheikh](mailto:moazzam.sheikh@sfmta.com)
To: [Kim, Jane \(BOS\)](#); [Tang, Katy \(BOS\)](#); [Safai, Ahsha \(BOS\)](#)
Cc: [Board of Supervisors \(BOS\)](#); [Major, Erica \(BOS\)](#); [Fewer, Sandra \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Brown, Vallie \(BOS\)](#); [Yee, Norman \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Cohen, Malia \(BOS\)](#); MTABoard@sfmta.com
Subject: Item #180876 – San Francisco Municipal Transportation Agency – Red Transit-Only Lanes
Date: Monday, December 03, 2018 1:34:07 PM

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

Dear Land Use and Transportation Committee Members,

I urge you to oppose allowing private, for-profit buses such as Chariot, “Google” tech shuttle buses, tour buses, casino-sponsored buses or other such vehicles from operating in the red lanes. Allowing these other vehicles to compete with Muni undermines the City’s efforts to combat climate change and inequality, and will worsen traffic and bus delays.

Muni is for all San Franciscans, regardless of age, race, or income, and offers discounts to senior and children. Allowing segregated buses will flood our already impacted rights-of-way and create a City-sanctioned “caste” system for transit.

Finally, multiple, unregulated buses using the same lanes and drop-off points will create unnecessary delays and undermine the purpose of the red lanes. We have a limited amount of space, allowing competing vehicles to operate in these lanes undermines the entire purpose of having them and will make it nearly impossible for Muni to maintain its schedule. For these reasons, I urge you obey state law which defines a “transit bus” as a “any bus owned or operated by a publicly owned or operated transit system ...” (CVC I.A.642) and oppose allowing any for-profit or company buses from operating in the red lanes.

Thank you,

-Moazzam Sheikh
1400 Mission Street, SF, CA 94103

From: [Nathan Beers](#)
To: [Kim, Jane \(BOS\)](#); [Tang, Katy \(BOS\)](#); [Safai, Ahsha \(BOS\)](#)
Cc: [Board of Supervisors \(BOS\)](#); [Major, Erica \(BOS\)](#); [Fewer, Sandra \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Brown, Vallie \(BOS\)](#); [Yee, Norman \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary](#); [Cohen, Malia \(BOS\)](#); MTABoard@sfmta.com
Subject: Item #180876 – San Francisco Municipal Transportation Agency – Red Transit-Only Lanes
Date: Monday, December 03, 2018 1:49:35 PM

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

Dear Land Use and Transportation Committee Members,

I am writing to urge you to oppose allowing private, for-profit buses such as Chariot, “Google” tech shuttle buses, tour buses, casino-sponsored buses or other such vehicles from operating in the red lanes. Allowing these other vehicles to compete with Muni undermines the City’s efforts to combat climate change and inequality, and will worsen traffic and bus delays.

Muni has made great strides towards energy efficiency, and currently accounts for less than two percent of San Francisco’s transportation energy consumption. Allowing private, diesel-powered vehicles to operate in lanes designed to make Muni more efficient undermine this progress.

Muni serves all San Franciscans, regardless of age, race, or income, and offers discounts to senior and children. Allowing for-profit, segregated buses - which utilize price discrimination to select riders, charge more per ride, and don’t pick up children or people in wheelchairs – to operate in these lanes will flood our already impacted rights-of-way and create a City-sanctioned “caste” system for transit.

Finally, multiple, unregulated buses using the same lanes and drop-off points will create unnecessary delays and undermine the purpose of the red lanes. We have a limited amount of space, allowing competing vehicles to operate in these lanes undermines the entire purpose of having them and will make it nearly impossible for Muni to maintain its schedule.

For these reasons, I urge you obey state law which defines a “transit bus” as a “any bus owned or operated by a **publicly owned** or operated transit system ...” (CVC I.A.642) and oppose allowing any for-profit or company buses from operating in the red lanes.

Thanks,
Nathan
Nathan Beers

From: [Sarah Wilson](#)
To: [Kittler, Sophia \(BOS\)](#); [Rubenstein, Beth \(BOS\)](#); [Goossen, Carolyn \(BOS\)](#); [Jacobo, Jon \(BOS\)](#); [Meyer, Catherine \(BOS\)](#); [Temprano, Tom \(BOS\)](#); [Angulo, Sunny \(BOS\)](#); [Summers, Ashley \(BOS\)](#); [Remski, Derek \(BOS\)](#); [Low, Jen \(BOS\)](#); [Gallagher, Jack \(BOS\)](#)
Cc: [Board of Supervisors \(BOS\)](#); [Bruss, Andrea \(MYR\)](#); [David Canham](#); [Joseph Bryant](#); [XiuMin Li](#)
Subject: Corrected data from Nov 27 hearing
Date: Monday, December 03, 2018 4:22:08 PM
Attachments: [Correction to SEIU Data 11.27.2018.pdf](#)
[Racism in City Hearing Packet 12032018.pdf](#)

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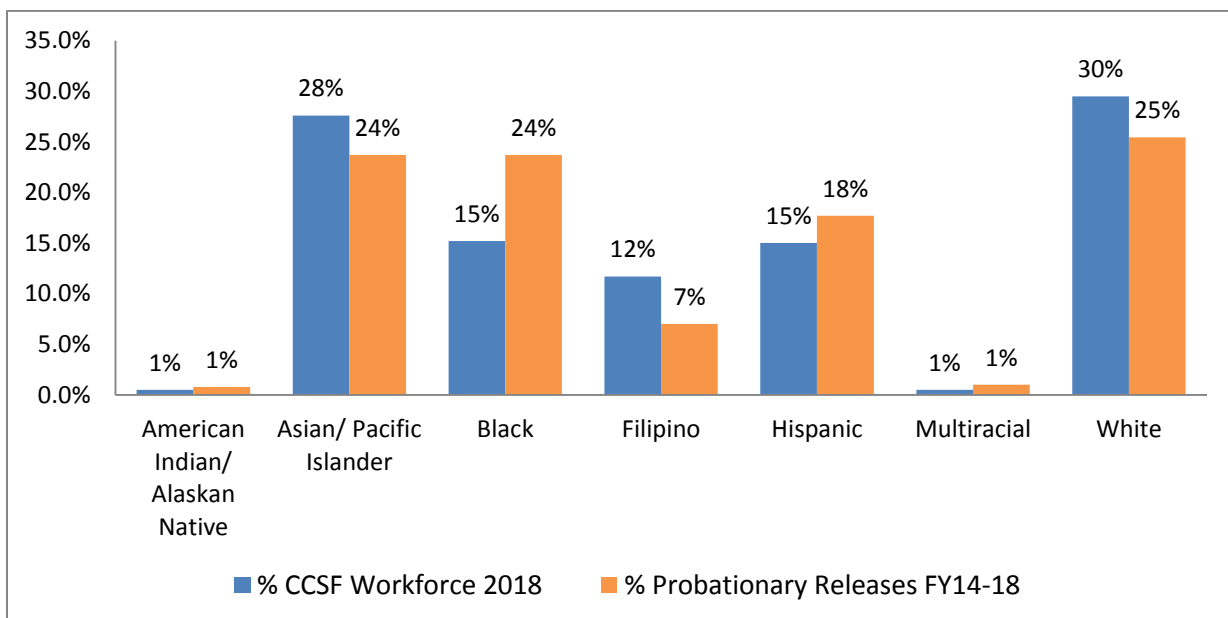
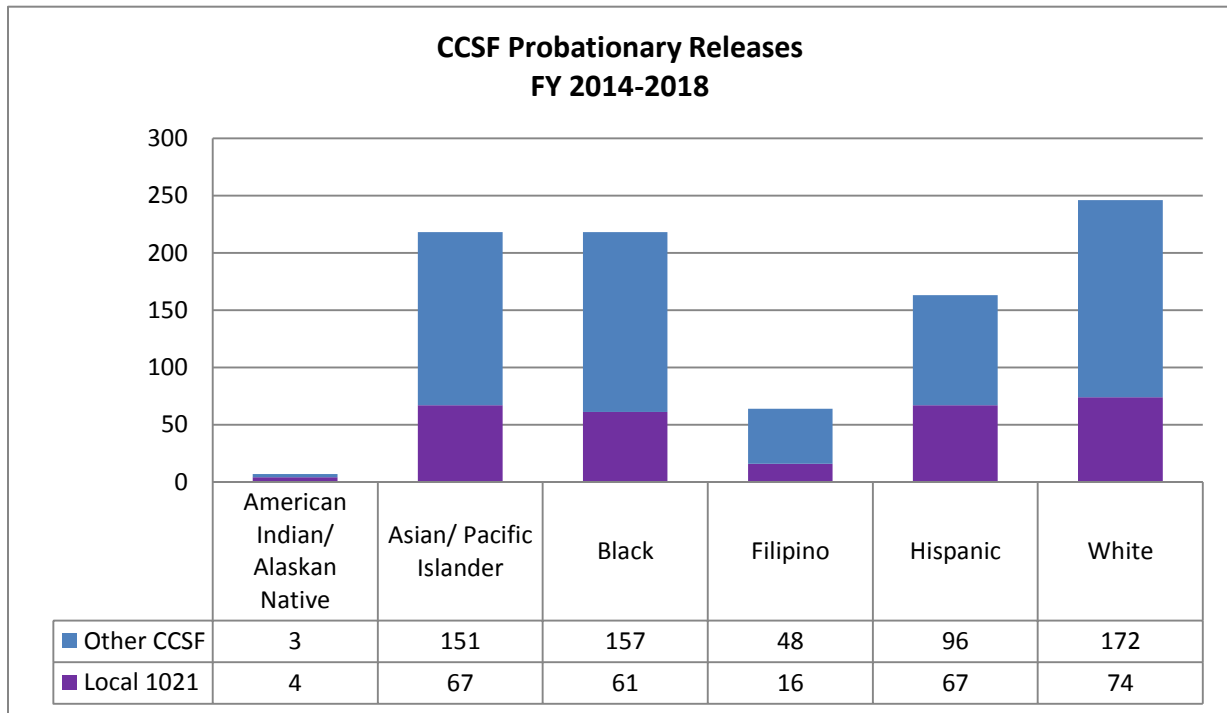
Please find attached two documents in reference to the Hearing on African-American Workforce Hiring, Retention, and Promotional Opportunities – Workplace Discrimination and Complaints in the Committee of the Whole on November 27, 2018. The first document corrects an error in the data that SEIU 1021 presented regarding probationary releases at CCSF. The second document is SEIU 1021's full presentation with the corrected data inserted.

Please don't hesitate to let us know any questions you have.

Sarah Wilson
Researcher
SEIU Local 1021
Desk: 415-848-3624
Cell: 510-710-0189

At the Board of Supervisors Hearing on African-American Workforce Hiring, Retention, and Promotional Opportunities – Workplace Discrimination and Complaints on November 27, 2018, SEIU 1021 submitted incorrect data on the number of white CCSF employees released from probation from fiscal years 2014 through 2018. The number of probationary releases in the multiracial category during that five-year period (three employees) was accidentally used for the white racial category.

According to data provided by the Department of Human Resources, 246 white employees in total were released from probation in FY2014-2018 (74 in SEIU’s jurisdiction and 172 from outside SEIU). This represents 25 percent of all probationary releases during this period, which is five percentage points lower than white employees’ representation in the CCSF workforce overall. The charts below reflect this correction.



Addressing Systemic Racism at the City & County of San Francisco



SEIU 1021

November 2018

Overview

African Americans within the City & County of San Francisco (CCSF) face an abhorrent reality of systematic discrimination in education, housing, and employment. Employment with CCSF once helped to anchor middle and working class families in the City. Nowadays discriminatory practices in recruitment, hiring, promotion, and termination are driving African Americans out of San Francisco. Our numbers have fallen to the lowest point in over 40 years.

San Francisco has been losing African American residents over the last 40 years. At the peak in 1970, African Americans were 13.4% of the City, some 96,000 strong. The Census Report completed in 2010 showed African Americans are 6.1% of the total population, less than 49,000 individuals. While the African American population shrank over those years, the number of SF residents increased from 715,000 to 805,000. The latest US Census Bureau data from July 1, 2017 estimates that the population in SF has increased to 884,000 while the number of African Americans has been driven down to 5.4%. San Francisco's displacement of our African American community is alarming and disproportionate.

San Francisco's public education system graduates only 71.1 percent of African American students compared to 94.7 percent of Asian students and 83.8 percent of white students. Affordable housing is scarce. African Americans represent 36% of our homeless residents. San Francisco's racially motivated mass incarceration has filled 56% of jail cells with African Americans. Employment practices in the City have enabled this distressing trend. According to a Brookings Institute 2017 study, CCSF has the largest disparity of employment rates between African Americans and whites among 18-64 year-olds of any large region in the Country with 84% of Caucasian San Franciscans are employed, compared to 53% of African American San Franciscans.

The public sector is the leading employer for Black men and the second largest employer of Black women. Nationally, about 20 percent of employed Blacks work in government. The African American community long considered employment with the CCSF a path for advancement and an anchor against tides of displacement. As the largest employer in San Francisco, CCSF has historically played an important role. African Americans comprised 23.4 percent of the CCSF workforce in 1976 but only 12.8% in 2014.

African American workers are alleging disparate treatment in the CCSF. We heard numerous stories of discrimination and bias in hiring, promotion and disproportionate targeting of African Americans for disciplines and termination. We recently conducted our own analysis into the merit to these claims.

We assessed the race/ethnicity of employees accused of workplace violations in 277* cases over a 1 year period. We found that African Americans are more likely to be targeted and accused of workplace violations than their counterparts. Shockingly, 31.7% of the employees accused of wrongdoing were African American employees, more than any other race or ethnic group, considering that African Americans comprise only 15% of the total workforce. Our analysis also indicates that African American workers received harsher penalties than non-African American workers, which included longer suspensions, more frequent terminations, and more frequent extension of probationary periods.

Stereotyped by CCSF hiring managers, African Americans are disproportionately placed in less stable and lower compensated positions. The CCSF's 2013 Workforce Utilization Report shows African Americans have the lowest rate of placement in Permanent Civil Service positions and the highest rate for non-civil service positions. The report shows that CCSF places African Americans disproportionately in lower compensated positions when compared with other groups. On the other hand, African Americans are underrepresented in professional, technical, and skilled crafts.

In addition to occupying lower paid and less stable positions, African Americans have been a target of "deskilling." Deskilling refers to the CCSF's practice to lower the compensation of a class of workers. Certified Nursing Assistants (CNA), largely African American women, were "deskilled" to Patient Care Assistants (PCA) which lowered the potential earnings for most workers in that classification.

Bias in the recruitment and hiring process is another major problem for African American job-seekers. Analysis conducted by Northwestern University from 1990-2015 showed that White applicants received 36% more call backs than African Americans. The Board of Supervisors passed a resolution urging the Department of Human Resources (DHR) to reduce implicit bias in the hiring process for City and County of San Francisco. Unfortunately, DHR has not shared the data we requested to study the impact of discrimination in the hiring process. We are seeking demographic data on applicants, recruitment, discipline, and promotion for represented classes. Our incomplete data, however, indicates that there is discrimination in the recruitment, hiring, targeting and discipline of African American workers. CCSF should not seek to remain complicit while African Americans in San Francisco suffer this abhorrent reality of systematic discrimination in education, housing and employment.

San Francisco prides itself on diversity, inclusion, and equity. Astonishing economic growth and prosperity in the last 40 years have excluded African Americans who now are being displaced at an alarming rate. The CCSF has a responsibility to do better for African Americans in the key areas of education, housing, employment, homelessness, and mass incarceration. This phenomenon is dangerous but not new. The 2009 report of the Mayor's Task Force on African American Out-Migration detailed the many challenges facing African Americans in the City. The City must find a way to eliminate discrimination in its workforce.

We demand the following from the City and County of San Francisco:

1. Complete a full updated EEO Workforce Utilization Report;
2. Complete an audit to identify trends of discrimination in recruitment, hiring, promotion/demotion, targeting, stereotyping, and termination;
3. Create a comprehensive strategy to eliminate discrimination in all aspects of work at CCSF;
4. Hold those who have perpetuated discrimination through implicit and explicit bias or complacency accountable;
5. Complete a study to identify the correlation between out-migration and the decline of the African American workforce in SF;
6. Establish an official working group to oversee the elimination of discrimination of African American employees in the CCSF.

Bibliography:

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<http://sfdhr.org/sites/default/files/documents/EEO/Workforce-Utilization-Report-2013.pdf>

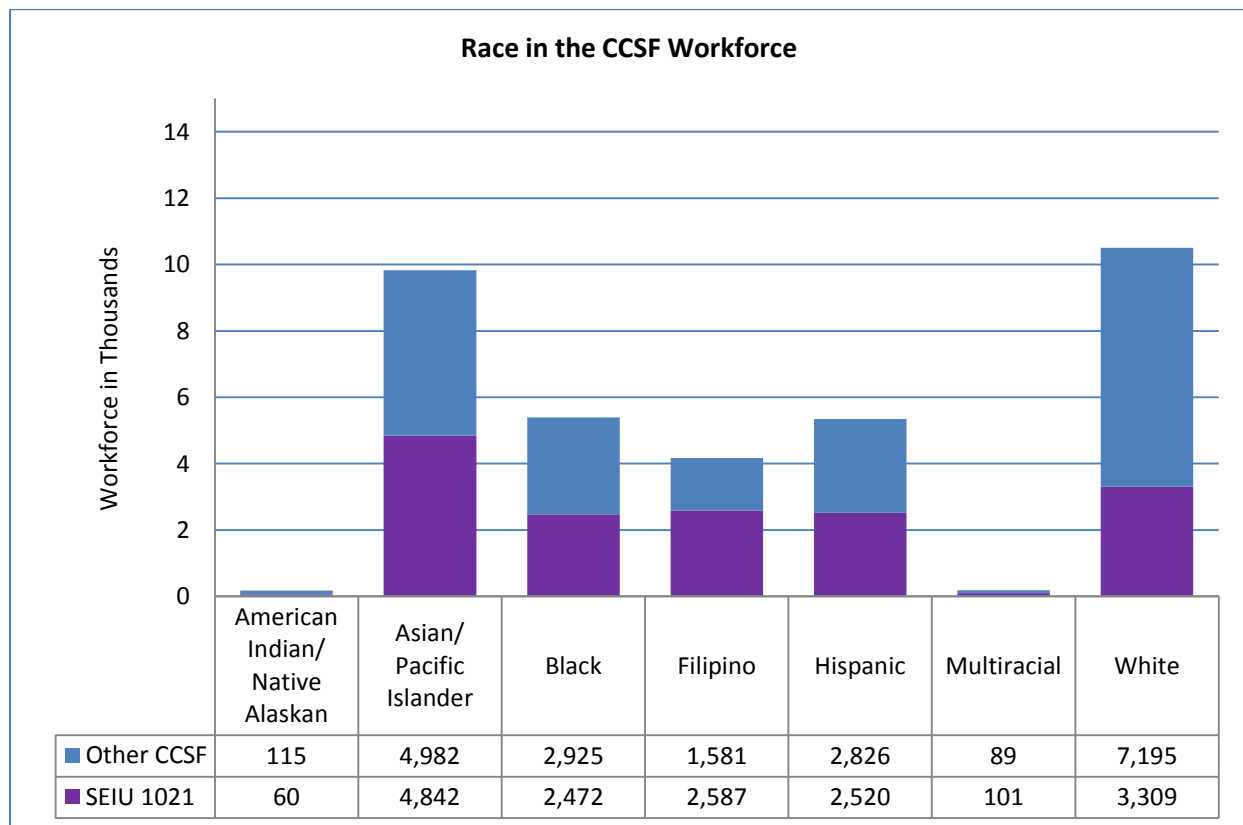
(<https://www.theguardian.com/us-news/2017/sep/21/hiring-race-discrimination-african-americans-study>).

Barba, M (2017, April 11) SFUSD graduation rate climbs to seven-year high, but racial disparities persist. <http://www.sfexaminer.com/sf-graduation-rate-climbs-seven-year-high-racial-disparities-persist/>

Racial Disparities in Employment at the City and County of San Francisco

In response to a request from SEIU 1021, on August 30, 2018 the Department of Human Resources provided the union with data on self-reported racial categories of the City and County workforce overall and the SEIU bargaining units. The overall numbers and percentages of CCSF employees in each racial category are below.

	American Indian/Alaskan Native	Asian/Pacific Islander	Black	Filipino	Hispanic	Multi-racial	White	Total
Citywide Workforce	175	9,824	5,397	4,168	5,346	190	10,504	35,604
	0.5%	27.6%	15.2%	11.7%	15.0%	0.5%	29.5%	100%
SEIU 1021 Workforce	60	4,842	2,472	2,587	2,520	101	3,309	15,891
	0.4%	30.5%	15.6%	16.3%	15.9%	0.6%	20.8%	100%



The departments with the highest percentages of Black employees citywide are:

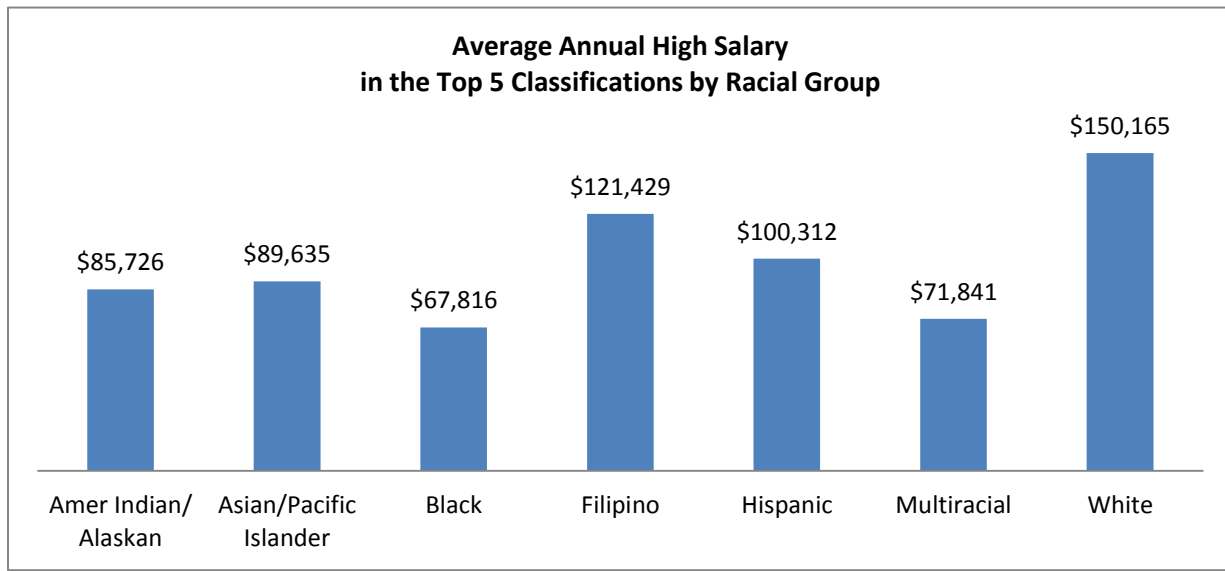
Department	Total Employees	Total Black Employees	% Black Employees
Juvenile Probation	238	89	37.4%
Fine Arts Museums	173	53	30.6%
Human Rights Commission	21	6	28.6%
Adult Probation	160	45	28.1%
Municipal Transportation Authority	5,796	1,624	28.0%
Child Support Services	70	19	27.1%
Homelessness and Supportive Housing	108	29	26.9%
Department of Police Accountability	34	8	23.5%
Human Services Agency	2,546	513	20.1%

The departments with the lowest percentages of Black employees citywide are:

Department	Total Employees	Total Black Employees	% Black Employees
Controller	289	12	4.2%
Treasurer/Tax Collector	181	9	5.0%
City Planning	237	13	5.5%
Health Service System	54	3	5.6%
Assessor/Recorder	172	10	5.8%
Department of Building Inspection	261	16	6.1%
Board of Supervisors	65	4	6.2%
Arts Commission	45	3	6.7%
Retirement System	101	7	6.9%

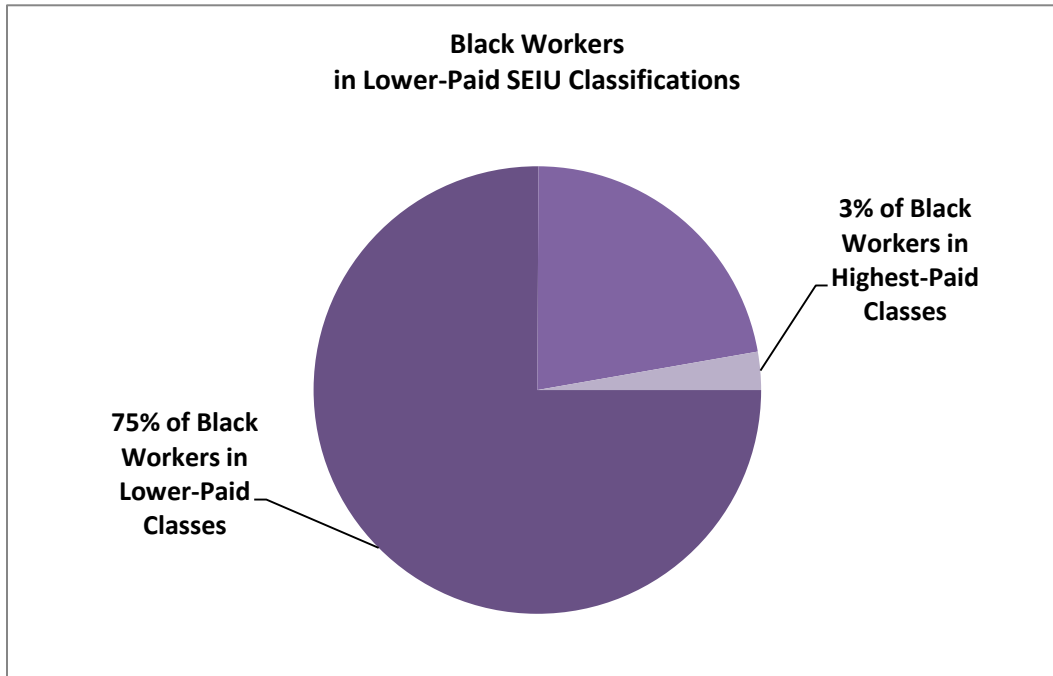
I. Racial Disparities in Compensation

Citywide and in SEIU 1021's jurisdiction, Black workers are concentrated in the lowest-paid job classes, and are in a minority in the highest-paid job classes. For example, the average maximum pay for the classifications with the highest population of Black workers is \$67,816, significantly lower than the maximum pay for the classifications with the highest populations of other racial groups. At one extreme, the average annual high salary in the top five classifications for white employees is more than double the average high salary in the top five classifications for Black employees.



Race	Highest-Populated Job Classes	Employees	Average High
American Indian/ Alaskan Native	9163 Transit Operator, H002 Firefighter, 3279 Recreation Leader, 9916 Public Service Aide- Public Works, H003 EMT/Paramedic/Firefighter	39	\$85,726
Asian/ Pacific Islander	9163 Transit Operator, 2708 Custodian, 2905 HSA Senior Eligibility Worker, H002 Firefighter, P103 Special Nurse	1,784	\$89,635
Black	9163 Transit Operator, 3279 Recreation Leader, 7514 General Laborer, 9910 Public Service Trainee ¹ , 9916 Public Service Aide – Public Works	1,529	\$67,816
Filipino	2303 Patient Care Assistant, 2320 Registered Nurse, 9163 Transit Operator, P103 Special Nurse, 2312 Licensed Vocational Nurse	1,128	\$121,429
Hispanic	9163 Transit Operator, H002 Firefighter, Q002 Police Officer, 2905 HSA Senior Eligibility Worker, Q004 Police Officer III	860	\$100,312
Multiracial	3279 Recreation Leader, 9910 Public Service Trainee, 8177 Attorney (Civil/Criminal), 5380 Student Design Trainee I (Arch, Eng, & Planning), 3417 Gardener	56	\$71,841
White	P103 Special Nurse, H002 Firefighter, Q004 Police Officer III, Q002 Police Officer, Q052 Sergeant	1,664	\$150,165

SEIU 1021 represents close to 15,900 workers in 345 job classes at the City and County of San Francisco. DHR provided data on 15,300 of those workers (96% of SEIU 1021 bargaining unit members) in 190 job classes.ⁱⁱ For SEIU job classes, the average minimum (Step 1) pay rate is \$34.31 per hour, and the average maximum is \$43.49 hourly. There are 191 lower-paid job classes – i.e., classifications for which the maximum pay rate is less than the average of \$43.49.

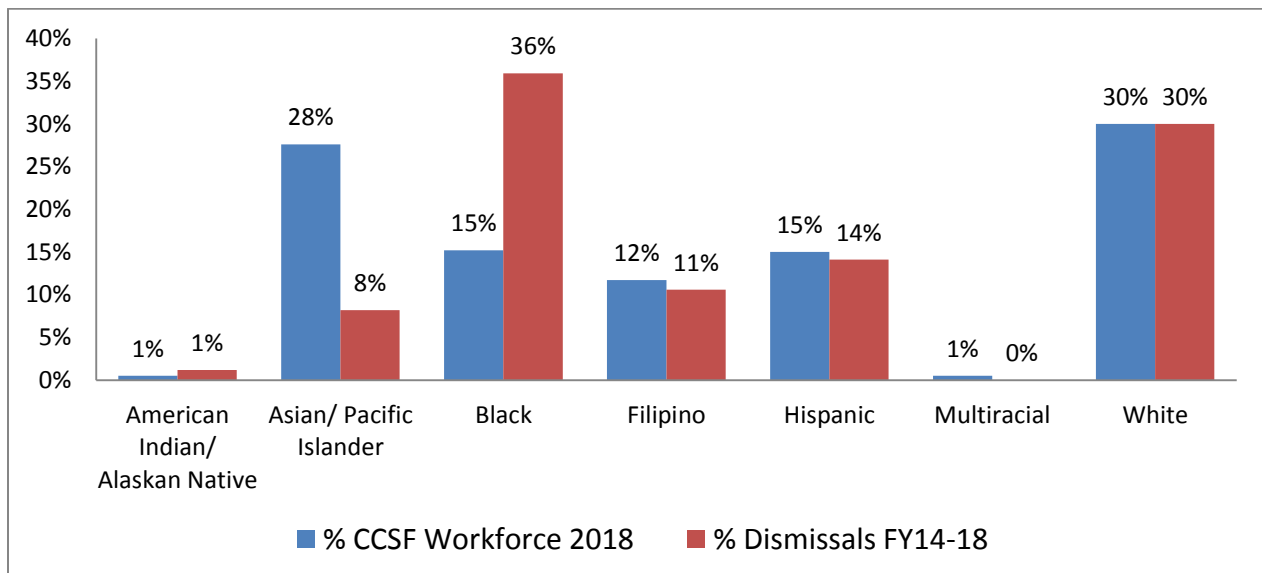
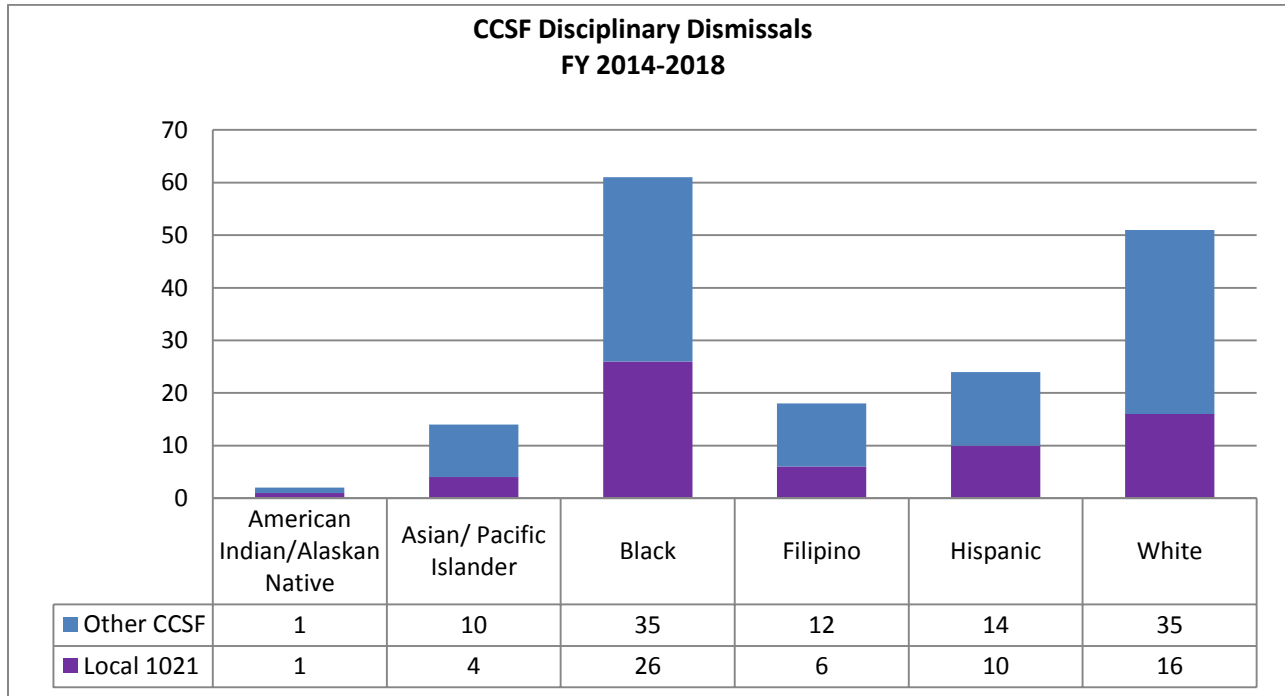


- 2472 Black workers work in SEIU-represented positions. **75% of those workers are employed in the lower-paid job classes.**
- **The rate at which Black workers are employed in lower-paid job classes is significantly higher than their overall rate of employment at CCSF.** While Black workers make up 15.6% of SEIU’s unit members, they comprise more than 24% of total workers in the lower-paid job classes.
- **Black workers make up just 3% of the highest-paid SEIU job classes, or less than one-fifth of the rate of representation of Black workers overall.** 1,182 individuals work in the highest-paid SEIU job classes, where maximum hourly wage is two or more times the average maximum rate of \$43.49 per hour. Of the 1,182 workers in the highest-paid classifications, only 68 are black. In fact, two of the highest-paid job classes (2454 Clinical Pharmacist and 2325 Nurse Midwife) have zero Black workers.

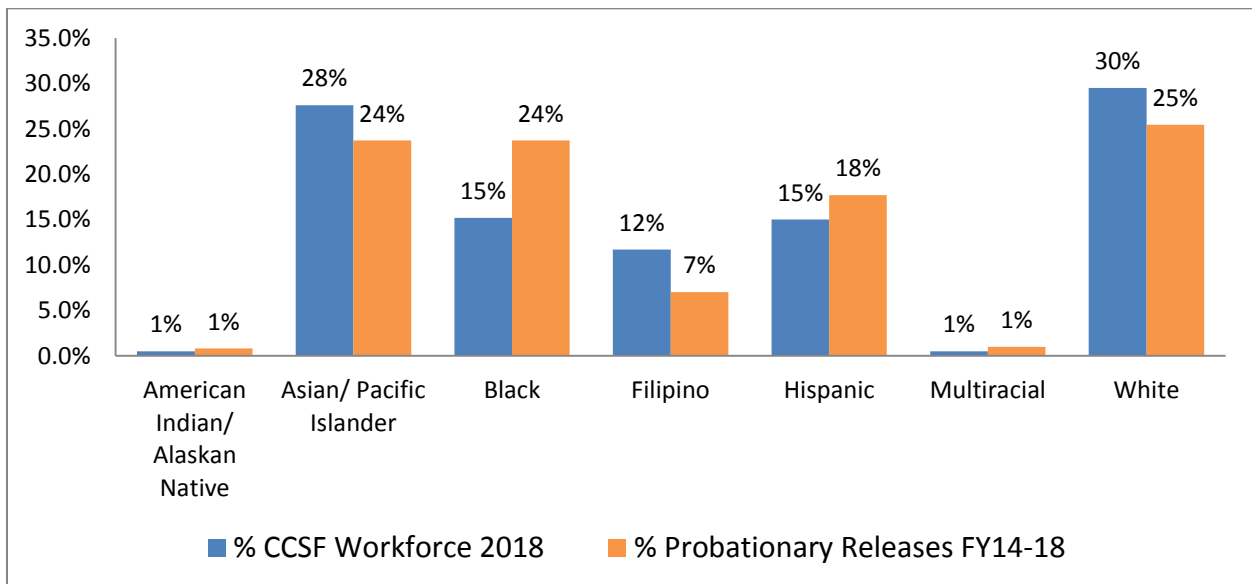
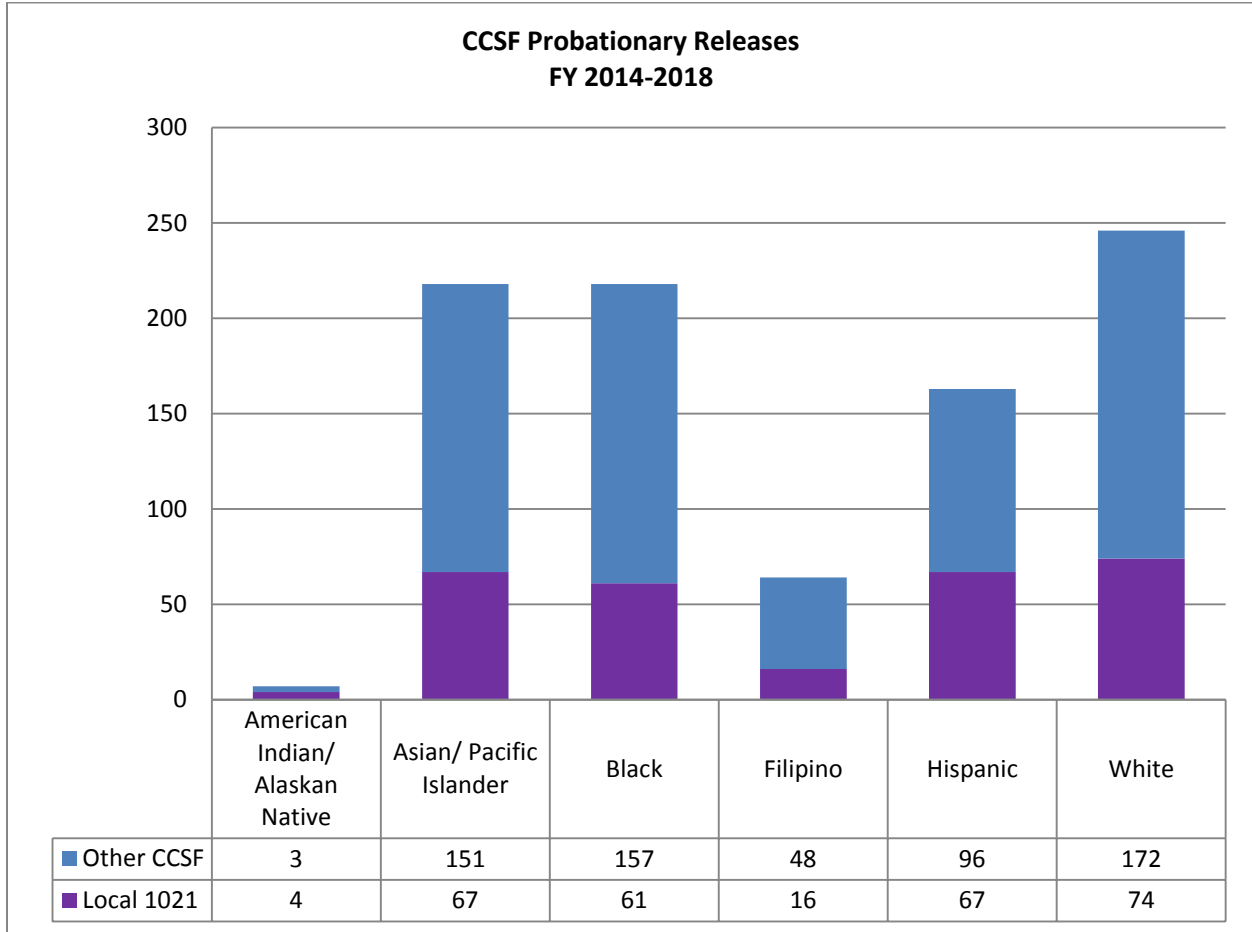
II. Racial Disparities in Disciplinary Dismissals, Probationary Releases, and Medical Separations

Data provided by DHR shows that in the five-year period ending with FY17-18, Black workers were disciplined, released, and medically separated at a significantly higher rate than the rate at which they are currently represented in the CCSF workforce. Citywide, Black workers represent 15.2% of the workforce, but made up 36% of dismissals, 24% of probationary releases, and 38% of medical separations.

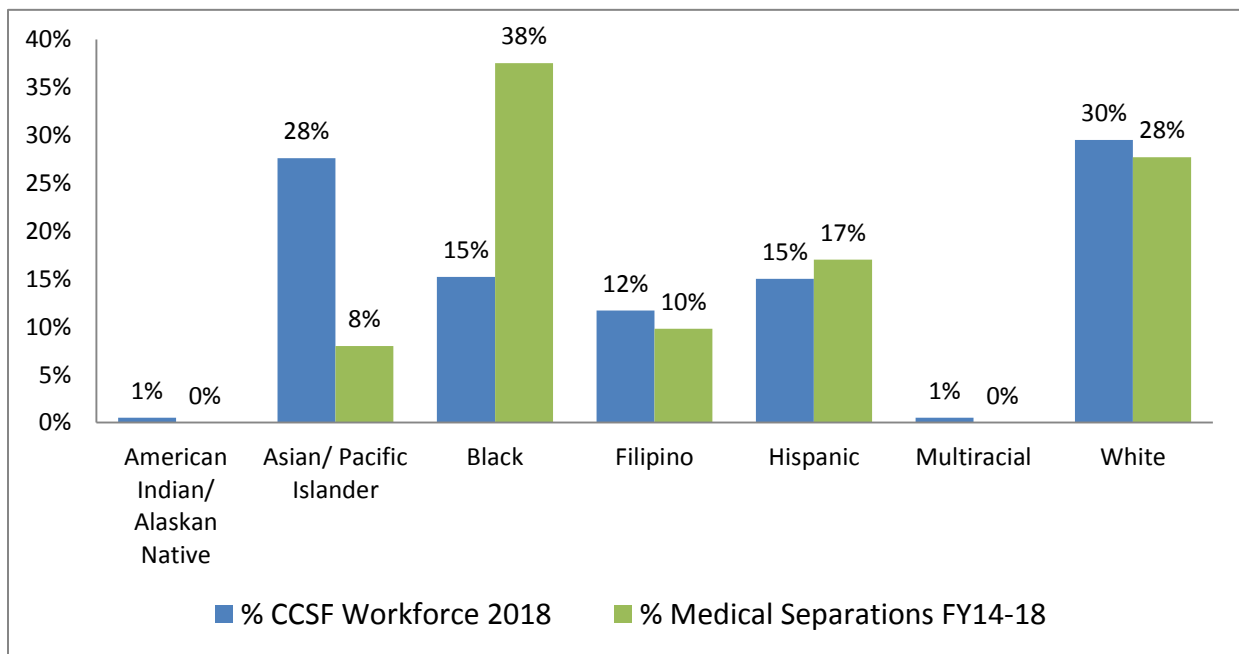
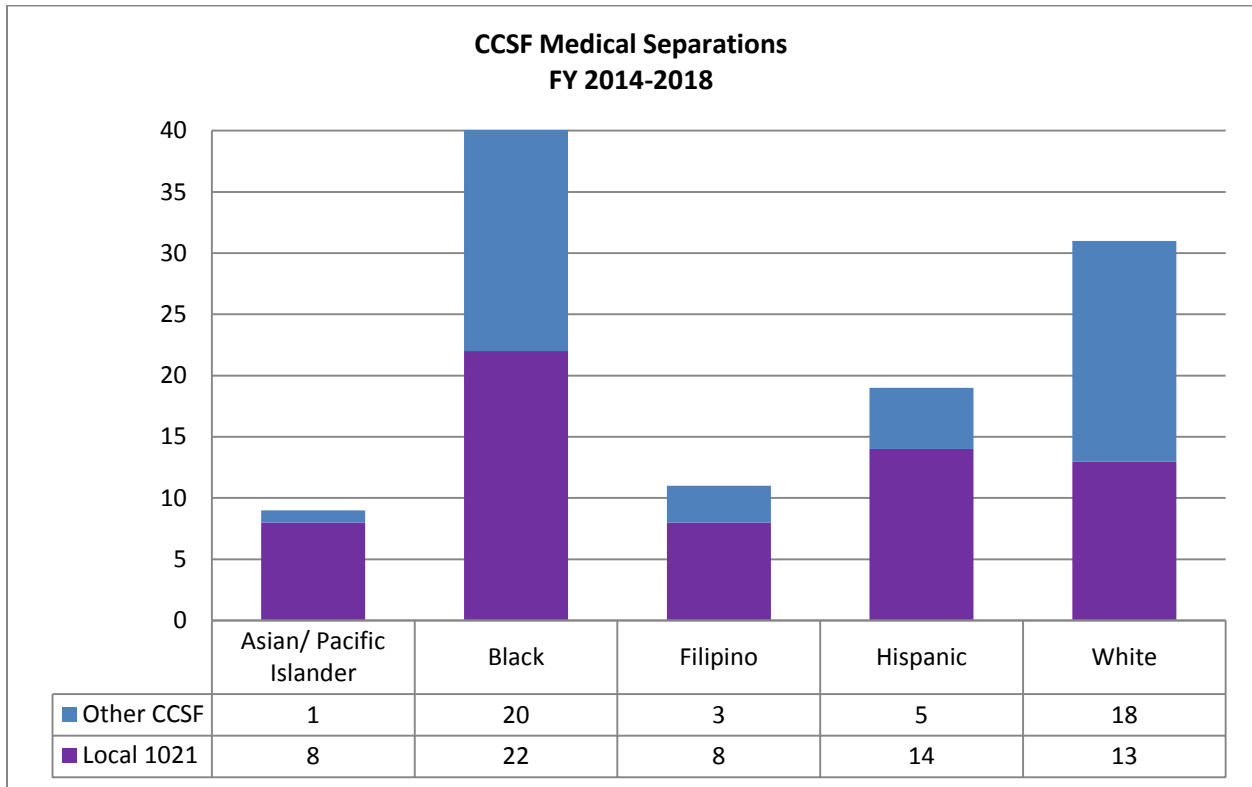
Disciplinary Dismissals



Probationary Releases



Medical Separations



ⁱ Class 9910 pay ranges from \$15-\$35/hr, depending on department and assignment. For this calculation \$25/hr was used.

ⁱⁱ DHR did not provide data on race for the remaining 300 SEIU bargaining unit members who work in 155 different job classes, in an effort to protect the privacy of those workers regarding the identification of their own racial group.

4 December 2017

The Honorable Mayor Edward Lee
City & County San Francisco
1 Dr. Carlton B. Goodlett Place, Rm. 200
San Francisco, CA 94102

SUBJECT: Yoshi's of San Francisco/The Addition
Currently 1330 Fillmore Street
Known as the Fillmore Heritage Center

Mayor Lee:

This year 2017 marks the Tenth Anniversary of the Grand opening Evening Event November 27, 2007
moreover, celebrating the Community Open House afternoon event December 1, 2007.

Bringing to your attention of the failed efforts of the following City Departments:

- | | |
|--------------------------|-------------------------------|
| OCII | OEWD |
| MOCD | DEPT. OF REAL ESTATE |
| DON | BOS (5 TH DISTRICT |
| HRC | CAO OFFICE |
| OFFICE OF THE CONTROLLER | CITY ATTORNEY OFFICE |

As this relates to the A2 Area, the Fillmore/Western Addition currently known now as District 5.
WHICH I CALL THE FILL-NO-MORE. I am respectfully requesting the following:

1. That the OCII formally The Redevelopment Agency conduct the Tuesday, December 19th Commission Meeting in the Fillmore at the 1330 Fillmore location, the Heritage Center, San Francisco, CA.
2. I further request all H.O.D. (all hands on deck) meeting regarding the current state of the Fillmore in light of the removal of Justin Herman's name from the Embarcadero Plaza.

In light of Redevelopments history, I have been working on a lot of cases which involve conspiracy.
In closing, I sign this Request sincerely.

Ace on the case Washington
Cc: the above aforementioned

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BOARD OF SUPERVISORS
SAN FRANCISCO